

NACOmatic

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INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

ANDOVER, NJ

AEROFLEX-ANDOVER RNAV (GPS) Rwy 3
VOR-A

NA when local weather not available.
Category A, 1000-2.

ATLANTIC CITY, NJ

ATLANTIC CITY INTL ILS or LOC Rwy 13¹
ILS or LOC/DME Rwy 31¹
RADAR-1²
RNAV (GPS) Rwy 4²
RNAV (GPS) Rwy 13²
RNAV (GPS) Rwy 22²
RNAV (GPS) Rwy 31²
VOR/DME Rwy 22²
VOR Rwy 4²
VOR Rwy 13²
VOR Rwy 31²

¹ILS, Category E, 700-2½. LOC, Category E, 800-2½.

²Category E, 800-2½.

BINGHAMTON, NY

GREATER BINGHAMTON/
EDWIN A. LINK FIELD..... ILS Rwy 16
ILS Rwy 34

NA when control tower closed.

CALDWELL, NJ

ESSEX COUNTY LOC Rwy 22¹
RNAV (GPS) Rwy 22²

Category B, 900-2; Category C, 900-2½;
Category D, 1000-3.

¹NA when control tower closed.

²NA when local weather not available.

CORTLAND, NY

CORTLAND COUNTY-
CHASE FIELD VOR or GPS-A
Categories A,B, 1100-2, Categories C,D,
1100-3.

NAME ALTERNATE MINIMUMS

DANVILLE, NY

DANVILLE MUNI RNAV (GPS)-A
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 18

NA when local weather not available.
Category A, 1300-2; Category B, 1500-2;
Category C, 1500-3.

DUNKIRK, NY

CHAUTAUQUA COUNTY/
DUNKIRK VOR Rwy 6
VOR Rwy 24

Category D, 900-2½.

ELMIRA, NY

ELMIRA/CORNING RGNL ILS Rwy 6
ILS or LOC Rwy 24

NA when control tower closed.
Categories A,B, 1200-2; Categories C,D,
1200-3.

FARMINGDALE, NY

REPUBLIC ILS Rwy 14
NA when control tower closed.

FULTON, NY

OSWEGO COUNTY RNAV (GPS) Rwy 24
VOR Rwy 33

NA when local weather not available.

ISLIP, NY

LONG ISLAND
MAC ARTHUR ILS or LOC Rwy 6¹
ILS or LOC Rwy 24¹
NDB Rwy 6¹
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.

¹NA when control tower closed.

NAME ALTERNATE MINIMUMS

ITHACA, NY

ITHACA

TOMPKINS RGNL ILS or LOC Rwy 32¹²
VOR or GPS Rwy 14³⁴
VOR or GPS Rwy 32³⁵

¹Categories A,B, 1000-2; Categories C,D, 1000-3.

²NA when control tower closed.

³NA when control tower closed, except for operators with approved weather reporting service.

⁴Category D, 800-2½.

⁵Categories A,B, 1500-2; Categories C,D, 1500-3.

MASSENA, NY

MASSENA INTL-RICHARDS

FIELD RNAV (GPS) Y Rwy 5
RNAV (GPS) Z Rwy 5
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 27
VOR-A

Category D, 800-2½. NA when local weather not available.

MILLVILLE, NJ

MILLVILLE MUNI VOR-A
NA when local weather not available.

MORRISTOWN, NJ

MORRISTOWN MUNI ILS or LOC Rwy 23¹²
NDB Rwy 5¹³
NDB or GPS Rwy 23¹⁴

¹NA when control tower closed.

²ILS, Categories A,B,C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.

³Category D, 900-2½.

⁴Category D, 900-3.

NEW YORK, NY

JOHN F.

KENNEDY INTL ILS or LOC Rwy 22L¹
ILS Rwy 22R¹
ILS Rwy 4L¹
ILS Rwy 4R¹
ILS or LOC Rwy 13L¹
ILS or LOC Rwy 31L¹
ILS or LOC Rwy 31R¹
VOR or GPS Rwy 13L/R, 1000-3

¹ILS, 700-2.

NAME ALTERNATE MINIMUMS

NEW YORK, NY (CON'T)

LA GUARDIA ILS or LOC Rwy 4¹
ILS or LOC Rwy 13³
ILS or LOC Rwy 22²
LDA-A⁴
LOC Rwy 31⁴
RNAV (GPS)-B⁴
RNAV (GPS) Y Rwy 4⁴
RNAV (GPS) Rwy 13⁵
RNAV (GPS) Y Rwy 22⁴
RNAV (GPS) Rwy 31⁴
VOR/DME-G⁴
VOR/DME-H⁴
VOR-F⁶
VOR Rwy 4⁴

¹ILS, Categories A,B,C, 700-2; Category D, 700-2½. LOC, Category D, 800-2½.

²ILS, Category D, 700-2½; LOC, Category D, 800-2½.

³ILS, Categories A,B, 800-2; Category C, 800-2½; Category D, 800-2½.
LOC, Category C, 800-2½; Category D, 800-2½.

⁴Category D, 800-2½.

⁵Categories A,B,C,D, 800-2½.

⁶Categories A,B, 1000-2; Categories C,D, 1000-3.

NEWARK, NJ

NEWARK LIBERTY INTL ILS Rwy 4L¹
ILS Rwy 4R¹
ILS or LOC Rwy 11¹
ILS Rwy 22L¹
ILS or LOC Rwy 22R¹
RNAV (GPS) Rwy 4L²
RNAV (GPS) Y Rwy 4R²
RNAV (GPS) Z Rwy 22L²
RNAV (GPS) Rwy 22R²
VOR/DME Rwy 22L³
VOR/DME Rwy 22R³
VOR Rwy 11⁴

¹ILS, Categories A,B,C, 700-2; Category D, 900-3. LOC, Category D, 900-3.

²Category D, 900-3.

³Categories A,B, 900-2; Category C, 900-3; Category D, 1000-3.

⁴Categories A,B, 1000-2; Categories C,D, 1000-3.

NEWBURGH, NY

STEWART INTL ILS or LOC Rwy 9¹
ILS Rwy 27¹
VOR Rwy 27²

¹ILS, Categories C,D, 700-2.

²Category D, 800-2½.

NAME ALTERNATE MINIMUMS

PENNYAN, NY

PENN YAN **RNAV (GPS) Rwy 1**
Categories A, B, 900-2; Category C, 900-2½;
Category D, 900-2½.
NA when local weather not available.

POUGHKEEPSIE, NY

DUTCHESS COUNTY **RNAV (GPS) Rwy 6¹**
RNAV (GPS) Rwy 24²
VOR-A¹
VOR/DME Rwy 6¹
VOR/DME Rwy 24²

NA when local weather not available.

¹Category D, 800-2½.

²Category C, 800-2½; Category D, 800-2½.

ROCHESTER, NY

GREATER ROCHESTER
INTL **ILS or LOC Rwy 4¹**
ILS or LOC Rwy 22¹
ILS or LOC Rwy 28²
RNAV (GPS) Rwy 4³
RNAV (GPS) Rwy 28⁴
VOR Rwy 4³
VOR/DME Rwy 4³

¹ILS, Category D, 700-2½. LOC, Category D, 800-2½.

²ILS, Categories A,B,C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.

³Category D, 800-2½.

⁴Category C, 800-2½; Category D, 800-2½.

ROME, NY

GRIFFISS INTL **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33
NA when local weather not available.
Category D, 800-2½.

SARANAC LAKE, NY

ADIRONDACK
RGNL **VOR/DME Rwy 5¹**
VOR or GPS Rwy 9²
¹Category A, 1100-2; Category B, 1200-2;
Categories C,D, 1200-3.
²Categories A,B, 1400-2; Categories C,D, 1400-3.

SCHENECTADY, NY

SCHENECTADY COUNTY **ILS Rwy 4¹**
NDB Rwy 22
NA when control tower closed.
¹Category D, 700-2.

NAME ALTERNATE MINIMUMS

SHIRLEY, NY

BROOKHAVEN **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 15
RNAV (GPS) Y Rwy 24
RNAV (GPS) Z Rwy 24
RNAV (GPS) Rwy 33
VOR Rwy 6

NA when local weather not available.

SUSSEX, NJ

SUSSEX **RNAV (GPS) Rwy 3¹**
VOR-A²

NA when local weather not available.

¹Categories A, B, 900-2; Category C, 900-2½.

²Categories A, B, 1400-2; Category C, 1400-3.

SYRACUSE, NY

SYRACUSE HANCOCK
INTL **ILS or LOC Rwy 10¹**
VOR or TACAN Rwy 33²
¹ILS, Category E, 800-2½. LOC, Category E, 800-2½.
²Category E, 800-2½.

TETERBORO, NJ

TETERBORO **ILS Rwy 6¹**
ILS Rwy 19¹
RNAV (GPS) Y Rwy 6³
RNAV (RNP) Z Rwy 6, 800-2½
VOR/DME-A²
VOR/DME-B²
VOR/DME Rwy 6³
VOR Rwy 24⁴

¹ILS, Categories A,B, 800-2; Category C, 800-2½; Category D, 900-2½. LOC, Category C, 800-2½; Category D, 900-2½.

²Categories A,B, 1000-2; Categories C,D, 1000-3.

³Category C, 800-2½; Category D, 900-2½.

⁴Categories B,C,D, 1000-3.

TRENTON, NJ

TRENTON MERCER **ILS Rwy 6**
NDB or GPS Rwy 6
VOR or GPS-A
VOR or GPS Rwy 24

NA when control tower closed.

WATERTOWN, NY

WATERTOWN INTL **ILS or LOC Rwy 7¹**
RNAV (GPS) Rwy 7²³

¹LOC, NA.

²Category D, 800-2½.

³NA when local weather not available.

NAME ALTERNATE MINIMUMS

WELLSVILLE, NY

WELLSVILLE MUNI ARPT,

TARANTINE FIELD **RNAV (GPS) Rwy 10**

RNAV (GPS) Rwy 28

VOR-A¹

NA when local weather not available.

¹Categories A,B, 1100-2; Categories C,D,
1100-3.

WESTHAMPTON BEACH, NY

FRANCIS S. GABRESKI **ILS or LOC Rwy 24¹**

RNAV (GPS) Rwy 24

NA when local weather not available.

¹NA when control tower closed.

WHITE PLAINS, NY

WESTCHESTER COUNTY **ILS or LOC Rwy 16¹**

ILS or LOC Rwy 34¹

NDB Rwy 16¹²

RNAV (GPS) Rwy 34³

VOR/DME-A¹

¹NA when control tower closed.

²Category D, 800-2¼.

³NA when local weather not available.

WILDWOOD, NJ

CAPE MAY COUNTY **RNAV (GPS) Rwy 10**

RNAV (GPS) Rwy 19

VOR-A

NA when local weather not available.

RADAR INSTRUMENT APPROACH MINIMUMS

ATLANTIC CITY, NJ

Amdt. 15, SEP 25, 2008 (FAA)

ELEV 75

ATLANTIC CITY INTL

RADAR- 124.6 327.125 ▽ ▲

RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
S-13		AB	480/24	405	(500-½)	C	480/40	405	(500-¾)
		DE	480/50	405	(500-1)				
S-4		AB	480-1	412	(500-1)	CD	480-1¼	412	(500-1¼)
		E	480-1½	412	(500-1½)				
S-31		AB	480-1	417	(500-1)	CD	480-1¼	417	(500-1¼)
		E	480-1½	417	(500-1½)				
S-22		AB	600-1	532	(600-1)	C	600-1½	532	(600-1½)
		D	600-1¾	532	(600-1¾)	E	600-2	532	(600-2)
CIRCLING		AB	560-1	485	(500-1)	C	560-1½	485	(500-1½)
		D	640-2	565	(600-2)	E	760-2½	685	(700-2½)

For inoperative MALSR, increase ASR S-13 CAT D visibility to RVR 6000 and Cat E to 1½.
Alternate Minimums: Cat E 800 - 2½.

MCGUIRE AFB (KWRI), NJ (Orig, 09155 USAF)

ELEV 131

RADAR(E) - 120.0 269.025 ▽

PAR	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
	24 ²³	2.8°/45/905	ABCDE	378/40	262	(300-¾)
	6 ¹³	2.7°/53/1270	ABCDE	331/24	200	(200-½)

PAR No-NOTAM MP: 0530-1100Z++ dly. PAR apch avbl dly from 1100-0300Z++ contingent upon PAR ctl avbl and/or deployed status of mobile PAR.

¹When ALS inop, increase CAT RVR to 40 and vis to ¾ mile.

²When ALS inop, increase RVR to 50 and vis to 1 mile.

³Rwy 6 and 24, VGSI and PAR glidepaths not coincident.

RADAR INSTRUMENT APPROACH MINIMUMS

WHEELER-SACK AAF (KGTB), NY (Fort Drum) (1-Amdt 1, 2-Orig 09239 USA)

RADAR¹ - 128.25 299.85 ▽

ELEV 690

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
RADAR-1						
PAR	3 ²³	3.0°/54/1038	ABCDE	885-½	200	(200-½)
	21 ²³	3.0°/58/1106	ABCDE	877-½	200	(200-½)
	33 ⁴	3.0°/49/938	AB	938-¾	250	(300-¾)
			CDE	938-1	250	(300-1)
RADAR-2						
ASR	21 ⁵		AB	1020-½	343	(400-½)
			CDE	1020-¾	343	(400-¾)
	15 ⁶		AB	1100-½	413	(500-½)
			CD	1100-¾	413	(500-¾)
			E	1100-1	413	(500-1)
	33 ⁴		AB	1140-1	452	(500-1)
			C	1140-1¼	452	(500-1¼)
			DE	1140-1½	452	(500-1½)
	3 ⁷		AB	1240-½	555	(600-½)
			C	1240-1	555	(600-1)
			D	1240-1¼	555	(600-1¼)
			E	1240-1½	555	(600-1½)
CIR ⁸	All Rwy		AB	1240-1	552	(600-1)
			C	1240-1½	552	(600-1½)
			D	1240-2	552	(600-2)
			E	1520-3	832	(900-3)

¹Opr 1300-0500Z++. ²When ALS inop, increase CAT ABCDE vis to ¾ mile. ³VGSI and PAR glide path not coincident. ⁴Visibility reduction by helicopters NA. ⁵When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles. ⁶When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles, CAT E vis to 1½ miles. ⁷When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles. ⁸Circling not authorized E of Rwy 21 and 33. Circling not authorized for CAT E to Rwy 8-26 and Rwy 15-33. Circling not authorized for CAT B, C, and D to Rwy 8.



INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

AKRON, NY

AKRON

TAKE-OFF MINIMUMS: **Rwys 7, 25**, 300-1.

ALBANY, NY

ALBANY INTL

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1 or std. with a min. climb of 400' per NM to 700. **Rwy 28**, 300-1 or std. with a min. climb of 485' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 110° to 2000 before turning north. **Rwy 19**, climb heading 191° to 1400 before proceeding on course. **Rwy 28**, climb heading 281° to 2000 before turning south.

NOTE: **Rwy 10**, multiple trees beginning 21' from departure end of runway, 53' left of centerline, up to 99' AGL/398' MSL. Multiple trees beginning 74' from departure end of runway, 188' right of centerline, up to 93' AGL/402' MSL. **Rwy 19**, multiple trees beginning 909' from departure end of runway, 638' left of centerline, up to 80' AGL/379' MSL. Multiple trees beginning 1125' from departure end of runway, 460' right of centerline, up to 44' AGL/343' MSL. **Rwy 28**, multiple trees, building, light on pole, and electrical equipment beginning 23' from departure end of runway, 93' right of centerline, up to 87' AGL/416' MSL. Multiple trees, lights on poles, building, and sign beginning 110' from departure end of runway, 7' left of centerline, up to 91' AGL/390' MSL.

NAME TAKE-OFF MINIMUMS

ALBION, NY

PINE HILL

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1.

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1000 before proceeding on course.

ANDOVER, NJ

AEROFLEX-ANDOVER

TAKE-OFF MINIMUMS: **Rwy 3**, 500-2 or std. with a min. climb of 310' per NM to 900. **Rwy 21**, 600-2 or std. with a min. climb of 256' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1200 before proceeding on course.

Rwy 21, climb runway heading to 1400 before proceeding on course.

NOTE: **Rwy 3**, trees 4800' from departure end of runway, 1050' left of centerline, 100' AGL/803' MSL.

Rwy 21, trees 715' from departure end of runway, 164' right of centerline, 84' AGL/667' MSL.

ATLANTIC CITY, NJ

ATLANTIC CITY INTL

NOTE: **Rwy 4**, tree 2185' from departure end of runway, 491' left of centerline, 50' AGL/124' MSL. **Rwy 13**, tree 1654' from departure end of runway, 814' right of centerline, 64' AGL/110' MSL. **Rwy 22**, building 530' from departure end of runway, 555' right of centerline, 15' AGL/75' MSL.





09295

BATAVIA, NY**GENESEE COUNTY AIRPORT**

NOTE: **Rwy 28**, terrain 15' from departure end of runway, 72' left of centerline, 919' MSL. Terrain 19' from departure end of runway, 231' right of centerline, 916' MSL. Multiple trees beginning 608' from departure end of runway, 584' left of centerline, up to 100' AGL/1009' MSL. Tower 1789' from departure end of runway, 704' left of centerline, 100' AGL/1005' MSL.

BELMAR-FARMINGDALE, NJ**MONMOUTH EXECUTIVE**

TAKE-OFF MINIMUMS: **Rwys 3, 21**, 300-1.

BERLIN, NJ**CAMDEN COUNTY**

TAKE-OFF MINIMUMS: **Rwy 5**, 600-1½ or std. with a min. climb of 270' per NM to 600.

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb to 600 before turning on course.

BINGHAMTON, NY**GREATER BINGHAMTON/EDWIN A. LINK****FIELD (BGM)****ORIG 08157 (FAA)**

NOTE: **Rwy 10**, trees beginning 143' from departure end of runway, 259' left of centerline, up to 29' AGL/1579' MSL. **Rwy 16**, trees beginning 162' from departure end of runway, 325' left of centerline, up to 100' AGL/1669' MSL. **Rwy 28**, trees beginning 157' from departure end of runway, 406' left of centerline, up to 52' AGL/1602' MSL. **Rwy 34**, antenna 216' from departure end of runway, 223' right of centerline, 93' AGL/1643' MSL.

BLAIRSTOWN, NJ**BLAIRSTOWN**

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1. **Rwy 25**, 400-2 or std. with a min. climb of 260' per NM to 800'.

DEPARTURE PROCEDURE: Eastbound Departure: **Rwy 7**, climb runway heading to 800' then continue climb to 3000 direct STW VOR/DME before departing as cleared. **Rwy 25**, climb runway heading to 800' then continue climbing left turn to 3000 via STW R-250 to STW VOR/DME before departing as cleared. Westbound Departure: **Rwy 7**, climb runway heading to 800' then continue climbing right turn to 3000 or above via heading 200°, to intercept STW R-243 to the FJC R-087 direct to FJC VORTAC before departing as cleared. **Rwy 25**, climb runway heading to 800, then continue climbing left turn to 3000 or above via heading 200°, to intercept STW R-243 to the FJC R-087 direct to FJC VORTAC before departing as cleared.

BROCKPORT, NY**LEDGEDALE AIRPARK (7G0)****ORIG 09015 (FAA)**

NOTE: **Rwy 10**, trees beginning 882' from departure end of runway, 568' left of centerline up to 100' AGL/764' MSL. **Rwy 28**, tree beginning 1820' from departure end of runway, 769' right of centerline up to 100' AGL/764' MSL. Trees beginning 3049' from departure end of runway, 1253' left of centerline up to 100' AGL/759' MSL.

BUFFALO, NY**BUFFALO AIRFIELD (9G0)****AMD 1 08325 (FAA)**

NOTE: **Rwy 6**, trees beginning 2296' from departure end of runway, 68' left of centerline, up to 100' AGL/770' MSL. Tree 4038' from departure end of runway, 1425' right of centerline, 100' AGL/779' MSL. Trees beginning 3080' from departure end of runway, 219' right of centerline, up to 100' AGL/769' MSL. **Rwy 24**, trees beginning 91' from departure end of runway, 208' right of centerline, up to 100' AGL/780' MSL. Trees beginning 868' from departure end of runway, 112' left of centerline, up to 100' AGL/750' MSL.

BUFFALO NIAGARA INTL

NOTE: **Rwy 5**, tree 648' from departure end of runway, 662' left of centerline, 65' AGL/751' MSL. Trees beginning 697' from departure end of runway, 385' right of centerline, up to 100' AGL/787' MSL. **Rwy 23**, trees, poles, building and pump beginning 6' from departure end of runway, 290' left of centerline, up to 40' AGL/721' MSL. Tree 3317' from departure end of runway, 916' right of centerline, 68' AGL/759' MSL. **Rwy 32**, multiple trees and a bush beginning 141' from departure end of runway, 66' left of centerline, up to 67' AGL/756' MSL. Multiple trees beginning 43' from departure end of runway, 90' right of centerline, up to 66' AGL/752' MSL.

CALDWELL, NJ**ESSEX COUNTY**

TAKE-OFF MINIMUMS: **Rwys 4, 22, 28**, 300-1.

Rwy 10, 900-1.

DEPARTURE PROCEDURE: **Rwys 4, 22, 28**, climb runway heading to 600 before departing as cleared.

CANANDAIGUA, NY**CANANDAIGUA**

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min. climb of 230' per NM to 1100.

CORTLAND, NY**CORTLAND COUNTY-CHASE FIELD**

TAKE-OFF MINIMUMS: **Rwy 6**, 600-2 or std. with a min. climb of 220' per NM to 2000. **Rwy 24**, 400-2 or std. with a min. climb of 330' per NM to 1700.

DEPARTURE PROCEDURE: **Rwys 6, 24**, climb runway heading to 2600 before turning southbound.

CROSS KEYS, NJ**CROSS KEYS**

TAKE-OFF MINIMUMS: **Rwys 9, 27**, 300-1.

9295





DANSVILLE, NY

DANSVILLE MUNI (DSV)

AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, std. w/ min. climb of 482' per NM to 3000, or 2000-3 for climb in visual conditions. **Rwy 18**, std. w/ min. climb of 430' per NM to 2700, or 600-2½ w/ min. climb of 358' per NM to 2700, or 2000-3 for climb in visual conditions. **Rwy 32**, std. w/ min. climb of 399' per NM to 2400, or 700-2½ w/ min. climb of 321' per NM to 2400, or 2000-3 for climb in visual conditions. **Rwy 36**, std. w/ min. climb of 446' per NM to 2600, or 400-1¼ w/ min. climb of 375' per NM to 2600, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14**, climb heading 137° to 3000 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 18**, climb heading 178° to 2700 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 32**, climb heading 317° to 2400 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 36**, climb heading 358° to 2600 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course.

NOTE: **Rwy 14**, vehicle on roadway, at DER, 377' left of centerline, 15' AGL/675' MSL. Trees beginning 7725' from DER, 635' left of centerline, up to 50' AGL/1409' MSL. Vehicle on roadway, 174' from DER, 536' right of centerline, 15' AGL/675' MSL. Trees beginning 1.8 NM from DER, 94' right of centerline, 50' AGL/1349' MSL. **Rwy 18**, trees beginning 1.8 NM from DER, 908' left of centerline, up to 50' AGL/969' MSL. Trees beginning 4209' from DER, 109' right of centerline, up to 50' AGL/1209' MSL. **Rwy 32**, vehicle on roadway, 41' from DER, 470' left of centerline, 15' AGL/651' MSL. Trees beginning 8840' from DER, 1396' left of centerline, up to 50' AGL/1249' MSL. **Rwy 36**, trees beginning 5437' from DER, 574' right of centerline, up to 50' AGL/1269' MSL.

DUNKIRK, NY

CHAUTAUQUA COUNTY/ DUNKIRK

TAKE-OFF MINIMUMS: **Rwy 15**, 400-2 or std. with a min. climb of 230' per NM to 1200.

DEPARTURE PROCEDURE: **Rwys 6, 15**, climb runway heading to 1200, then climbing left turn direct DKK VORTAC before proceeding on course. **Rwys 24, 33**, climb runway heading to 1200, then climbing right turn direct DKK VORTAC before proceeding on course. Southbound aircraft cross DKK VORTAC at or above 2300.

EAST HAMPTON, NY

EAST HAMPTON

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1.

NOTE: **Rwy 4**, 40' AGL trees 200' from departure end of runway. **Rwy 22**, 42' AGL trees 120' from departure end of runway. **Rwy 16**, 48' AGL trees 130' right of departure end of runway.

ELLENVILLE, NY

JOSEPH Y RESNICK

TAKE-OFF MINIMUMS: **Rwy 4**, 1000-2. **Rwy 22**, 1600-2 or std. with a min. climb of 450' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 4**, climb runway heading to 5000 before proceeding on course.

Rwy 22, climb on heading 240° to 4000 before proceeding on course.

ELMIRA, NY

ELMIRA/CORNING RGNL

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA-ATC. **Rwy 6**, 600-2½ or std. with a min. climb of 325' per NM to 1700.

Rwy 10, std. with a min. climb of 449' per NM to 1600, or 2000-3 for climb in visual conditions. **Rwy 24**, std. with a min. climb of 423' per NM to 2400, or 2000-3 for climb in visual conditions. **Rwy 28**, std. with a min. climb of 636' per NM to 2100, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 062° to 2400 before proceeding on course. **Rwy 10**, climb heading 101° to 2500 before proceeding on course. For climb in visual conditions: cross Elmira/Corning Rgnl Airport at or above 2800' MSL before proceeding on course. **Rwy 24**, climb heading 242° to 2600 before proceeding on course. For climb in visual conditions: cross Elmira/Corning Rgnl Airport at or above 2800' MSL before proceeding on course. **Rwy 28**, climb heading 281° to 2400 before proceeding on course. For climb in visual conditions: cross Elmira/Corning Rgnl Airport at or above 2800' MSL before proceeding on course.

NOTE: **Rwy 6**, multiple trees beginning 984' from departure end of runway, 228' left of centerline, up to 34' AGL/1023' MSL. Multiple trees 2.1 NM from departure end of runway, 3938' left of centerline, up to 100' AGL/1499' MSL. Multiple trees beginning 809' from departure end of runway, 102' right of centerline, up to 39' AGL/1028' MSL. **Rwy 10**, poles and multiple trees beginning 551' from departure end of runway, 38' left of centerline, up to 49' AGL/998' MSL. Pole and multiple trees beginning 130' from departure end of runway, 125' right of centerline, up to 63' AGL/1012' MSL. **Rwy 24**, sign and multiple trees beginning 870' from departure end of runway, 528' left of centerline, up to 48' AGL/1006' MSL. **Rwy 28**, multiple trees beginning 1341' from departure end of runway, 289' left of centerline, up to 73' AGL/1012' MSL. Tower and multiple trees beginning 440' from departure end of runway, 472' right of centerline, up to 92' AGL/1031' MSL.

ENDICOTT, NY

TRI-CITIES

TAKE-OFF MINIMUMS: **Rwy 3**, 700-2. **Rwy 21**, 1100-2.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1700, then climbing left turn direct CFB VORTAC until passing 2500 before proceeding on course. **Rwy 21**, climb runway heading to 1900, then climbing right turn direct CFB VORTAC until passing 2700 before proceeding on course.

NOTE: **Rwy 3**, trees and terrain 646' above runway 1.5 NM from departure end of runway, 3000' left of centerline. **Rwy 21**, trees and terrain 735' above runway 1.4 NM from departure end of runway, 2625' left of centerline. Trees and terrain 1035' above runway 2.9 NM from departure end of runway, 5950' left of centerline.





09295

FARMINGDALE, NY

REPUBLIC (FRG)

AMDT 5A 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. with a min. climb of 280' per NM to 300. **Rwy 14**, 300-1 or std. with a min. climb of 220' per NM to 300. **Rwy 32**, 300-2 or std. w/min. climb of 220' per NM to 400.

DEPARTURE PROCEDURE: **Rwys 1, 32**, climb runway heading to 800 before proceeding on course.

NOTE: **Rwy 19**, 102' sign at departure end of runway, 510' right of centerline. **Rwy 32**, tank 8214' from departure end of runway, 1120' left of centerline, 107' AGL/297' MSL.

FISHERS ISLAND, NY

ELIZABETH FIELD

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 or std. with a min. climb of 300' per NM to 300.

NOTE: **Rwy 7**, 15' AGL bunker 25' from departure end of runway, right of centerline.

FULTON, NY

OSWEGO COUNTY

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1 or std. with a min. climb gradient of 270' per NM to 900.

NOTE: **Rwy 6**, hill 1400' from departure end of runway, on centerline 50' AGL/549' MSL. **Rwy 15**, trees 1700' from departure end of runway, on centerline 85' AGL/560' MSL. **Rwy 24**, trees 1350' from departure end of runway, on centerline 60' AGL/517' MSL. **Rwy 33**, road 400' from departure end of runway, on centerline 15' AGL/462' MSL.

GLENS FALLS, NY

FLOYD BENNETT MEMORIAL

TAKE-OFF MINIMUMS: **Rwys 1, 12, 19, 30**, 300-1.

DEPARTURE PROCEDURE: **Rwys 1, 12, 30**, climbing right turn to 2000 direct GANSE LOM before proceeding on course. **Rwy 19**, Climb to 2000 direct GANSE LOM before proceeding on course.

HAMILTON, NY

HAMILTON MUNI (VGC)

AMDT 2 08353 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 600-3 w/min. climb of 288' per NM to 2100 or 1300-2½ for climb in visual conditions. **Rwy 35**, 400-1 w/min. climb of 364' per NM to 2300 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 170° to 2100 or for climb in visual conditions, cross Hamilton Muni airport at or above 2300 before proceeding on course. **Rwy 35**, climb heading 350° to 2300 or for climb in visual conditions, cross Hamilton Muni airport at or above 2300 before proceeding on course.

NOTE: **Rwy 17**, multiple trees beginning 37' from departure end of runway, 163' right of centerline, up to 100' AGL/1219' MSL. Railroad 94' from departure end of runway, 217' left of centerline, 23' AGL/1162' MSL. Multiple trees beginning 815' from departure end of runway, 583' left of centerline, up to 100' AGL/1219' MSL. Multiple trees beginning 1861' from departure end of runway, 939' right of centerline, up to 100' AGL/1459' MSL. Multiple trees beginning 1.6 NM from departure end of runway, 3026' left of centerline, up to 100' AGL/1659' MSL. Multiple trees beginning 2.6 NM from departure end of runway, 1078' right of centerline, up to 100' AGL/1679' MSL. **Rwy 35**, railroad 27' from departure end of runway, 464' right of centerline, 23' AGL/1162' MSL. Multiple trees beginning 855' from departure end of runway, 604' right of centerline, up to 100' AGL/1279' MSL. Multiple trees beginning 2444' from departure end of runway, 356' left of centerline, up to 100' AGL/1219' MSL. Multiple trees beginning 4371' from departure end of runway, 1630' right of centerline, up to 100' AGL/1439' MSL.

HAMMONTON, NJ

HAMMONTON MUNI (N81)

ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 034° to 600 before turning left.

NOTE: **Rwy 21**, trees 1572' from departure end of runway, 526' left of centerline, 100' AGL/163' MSL. Trees 3201' from departure end of runway, 911' right of centerline, 100' AGL/166' MSL.

HORNELL, NY

HORNELL MUNI (4G6)

AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, std. w/min. climb of 425' per NM to 2200 or 1500-3 for climb in visual conditions. **Rwy 36**, NA-Obstacles.

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 165° to 2700 before proceeding on course or for climb in visual conditions cross Hornell Muni airport at or above 2600 MSL before proceeding on course.

NOTE: **Rwy 18**, trees 1260' from departure end of runway, 79' left of centerline, up to 96' AGL/1256' MSL.



HUDSON, NY

COLUMBIA COUNTY (1B1)

ORIG 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 025° to 1500 before turning. **Rwy 21**, climb heading 190° to 2100 before turning right.

NOTE: **Rwy 3**, vehicles beginning 393' from departure end of runway, 19' left of centerline, up to 17' AGL/226' MSL. Trees beginning 856' from departure end of runway, 587' right of centerline, up to 80' AGL/279' MSL. Trees beginning 3292' from departure end of runway, 574' left of centerline, up to 80' AGL/339' MSL. **Rwy 21**, fence 104' from departure end of runway, 372' left of centerline, up to 44' AGL/203' MSL. Trees beginning 400' from departure end of runway, 41' right of centerline, up to 80' AGL/280' MSL. Trees beginning 563' from departure end of runway, 61' left of centerline, 80' AGL/289' MSL.

ISLIP, NY

LONG ISLAND MACARTHUR

TAKE-OFF MINIMUMS: **Rwy 33R**, 300-1 or std. with a min. climb of 220' per NM to 400.

ITHACA, NY

ITHACA TOMPKINS RGNL (ITH)

AMDT 4 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, Std. w/ min. climb of 350' per NM to 2400 or 1500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14**, Climb heading 145° to 2400 before turning left or for climb in visual conditions cross Ithaca Tompkins RGNL airport at or above 2400 before proceeding on course. **Rwy 32**, Climb heading 325° to 1600 before proceeding on course.

NOTE: **Rwy 14**, Trees beginning 569' from departure end of runway, 527' right of centerline, up to 100' AGL/1599' MSL. Trees beginning 1831' from departure end of runway, 767' left of centerline, up to 100' AGL/1780' MSL. Transmission pole and towers beginning 1952' from departure end of runway, 330' right of centerline, up to 52' AGL/1151' MSL. Tower 2.46 NM from departure end of runway, 4420' left of centerline, up to 100' AGL/1620' MSL. **Rwy 32**, Trees beginning 338' from departure end of runway, 380' right of centerline, up to 100' AGL/1219' MSL. Trees beginning 1265' from departure end of runway, 462' left of centerline, up to 100' AGL/1179' MSL.

JAMESTOWN, NY

CHAUTAUQUA COUNTY/JAMESTOWN

NOTE: **Rwy 7**, multiple trees beginning 495' from departure end of runway, 525' left of centerline, up to 30' AGL/1749' MSL. **Rwy 13**, rising terrain beginning 200' from departure end of runway, left and right of centerline, up to 1740' MSL. Multiple trees beginning 228' from departure end of runway, 232' left of centerline, up to 47' AGL/1795' MSL. Vent on building 527' from departure end of runway, 628' right of centerline, 38' AGL/1768' MSL. Vehicles on road, 737' from departure end of runway, 329' right of centerline, 15' AGL/1756' MSL. Vent on building 1003' from departure end of runway, 426' right of centerline, 38' AGL/1768' MSL. Obstacle light on building 1232' from departure end of runway, 309' right of centerline, 38' AGL/1768' MSL. Multiple trees beginning 831' from departure end of runway, 77' right of centerline, up to 90' AGL/1799' MSL. **Rwy 25**, antenna on building 424' from departure end of runway, 262' left of centerline, 14' AGL/1733' MSL. Tree 731' from departure end of runway, 652' left of centerline, 72' AGL/1761' MSL. **Rwy 31**, vehicles on road 0' from departure end of runway, 403' right of centerline, 15' AGL/1734' MSL. Rising terrain beginning abeam departure end of runway, left and right of centerline, up to 1749' MSL. Multiple trees beginning 404' from departure end of runway, 127' right of centerline, up to 62' AGL/1801' MSL. Multiple trees beginning 577' from departure end of runway, 630' left of centerline, up to 44' AGL/1793' MSL. Tree 3695' from departure end of runway, 728' left of departure end of runway, 35' AGL/1834' MSL. Tree 6082' from departure end of runway, 846' left of centerline, 100' AGL/1879' MSL.

JOHNSTOWN, NY

FULTON COUNTY

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

NOTE: **Rwy 10**, 50' AGL trees 720' from departure end of runway, 65' left of centerline. **Rwy 28**, 60' AGL trees 700' from departure end of runway, 125' left of centerline.

KINGSTON, NY

KINGSTON-ULSTER

TAKE-OFF MINIMUMS: **Rwy 33**, 300-1.

DEPARTURE PROCEDURE: **Rwy 15**, climb to 3000 via PWL R-316 to TRESA INT before proceeding on course. **Rwy 33**, climbing right turn to 3000 on heading 170° and PWL R-316 to TRESA INT before proceeding on course.

LAKE PLACID, NY

LAKE PLACID

TAKE-OFF MINIMUMS: **Rwy 14**, NA-obstacles.

Rwy 32, std. with a min. climb of 420' per NM to 4000.

DEPARTURE PROCEDURE: **Rwy 32**, climbing left turn to 5000 via heading 304° to intercept SLK R-180 to SLK VOR/DME before proceeding on course.

LAKEWOOD, NJ

LAKEWOOD

TAKE-OFF MINIMUMS: **Rwy 6, 24**, 400-2 or std. with a min. climb of 330' per NM to 600.

LE ROY, NY

LE ROY (5G0)
ORIG 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28**, std. w/ min. climb of 302' per NM to 1400 or 1200-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 28**, for climb in visual conditions: Cross Le Roy airport at or above 1800 MSL before proceeding on course.

NOTE: **Rwy 10**, train on railroad tracks and trees beginning 37' from DER, 145' left of centerline, up to 100' AGL/859' MSL. Fence 326' from DER, on centerline, 11' AGL/781' MSL. Trees and vehicles beginning 365' from DER, 60' right of centerline, up to 100' AGL/879' MSL. **Rwy 28**, trees, vehicles, fence, AAO and terrain beginning 50' from DER, 96' left of centerline, up to 200' AGL/1109' MSL. Train on railroad tracks, trees, AAO and terrain beginning 36' from DER, 73' right of centerline, up to 200' AGL/1079' MSL.

LINCOLN PARK, NJ

LINCOLN PARK
TAKE-OFF MINIMUMS: **Rwy 1**, 900-2. **Rwy 19**, 300-1.
DEPARTURE PROCEDURE: **Rwy 1**, climb visually over airport to 1000 before proceeding on course. **Rwy 19**, climb runway heading to 1000 before proceeding on course.

LINDEN, NJ

LINDEN
TAKE-OFF MINIMUMS: **Rwy 27**, 300-1.

LOCKPORT, NY

NORTH BUFFALO SUBURBAN
TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.
NOTE: **Rwy 10**, 46' AGL tree 353' from departure end of runway, 75' right of centerline. **Rwy 28**, 60' AGL tree 650' from departure end of runway, 350' right of centerline.

LUMBERTON, NJ

FLYING W
TAKE-OFF MINIMUMS: **Rwys 1, 19**, 300-1.

MALONE, NY

MALONE-DUFORT
TAKE-OFF MINIMUMS: **Rwy 14**, 300-1 or std. with a min. climb of 220' per NM to 1100. **Rwy 23**, 500-1 or std. with a min. climb of 240' per NM to 1400.
DEPARTURE PROCEDURE: **Rwys 5, 14, 23, 32**, aircraft departing V-282 northbound and V-98 northeastbound climb via heading 050° to 2500 before proceeding on course. All other directions climb to 2000 via heading 300° before proceeding on course.

MANVILLE, NJ

CENTRAL JERSEY RGNL
DEPARTURE PROCEDURE: **Rwy 7**, climb heading 069° to 800 before turning left.
NOTE: **Rwy 7**, multiple trees and a building beginning 29' from departure end of runway, 1266' left of centerline, up to 92' AGL/132' MSL. Multiple trees and poles beginning 238' from departure end of runway, 74' right of centerline, up to 94' AGL/154' MSL. **Rwy 25**, multiple trees beginning 183' from departure end of runway, 33' right of centerline, up to 93' AGL/173' MSL. Multiple trees beginning 212' from departure end of runway, 181' left of centerline, up to 83' AGL/163' MSL.

MASSENA, NY

MASSENA INTL-RICHARDS FIELD
TAKE-OFF MINIMUMS: **Rwys 5, 27**, 300-1.
Rwy 9, 300-1 or std. with a min. climb of 260' per NM to 500. **Rwy 23**, 300-1 or std. with a min. climb of 230' per NM to 800.

MC GUIRE AFB (KWRI)

WRIGHTSTOWN, NJ ORIG, 09043
TAKE-OFF OBSTACLES: **Rwy 6**, Trees 1395' from DER, 853' right of centerline, 178' MSL. Trees 1863' from DER, 426' right of centerline, 155' MSL. Trees 1935' from DER, 885' right of centerline, 186' MSL. Trees 2405' from DER, 448' right of centerline, 168' MSL. Trees 2663' from DER, 1186' left of centerline, 169' MSL. Trees 2800' to 3400' from DER, 50' to 850' right of centerline, 179' MSL. Trees 3287' from DER, 341' left of centerline, 189' MSL. Trees 3400' to 3900' from DER, 700' to 1200' right of centerline, 188' MSL. **Rwy 24**, Trees 1980' from DER, 980' left of centerline, 199' MSL.

MIDDLETOWN, NY

RANDALL
TAKE-OFF MINIMUMS: **Rwy 26**, 700-2 or std. with a min. climb of 260' per NM to 2400.
DEPARTURE PROCEDURE: **Rwy 26**, climb runway heading to 2400 before proceeding on course.

MILLBROOK, NY

SKY ACRES
TAKE-OFF MINIMUMS: **Rwy 17**, 900-1 or std. with a min. climb of 390' per NM to 1700. **Rwy 35**, 300-1 or std. with a min. climb of 250' per NM to 1300.
DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 1700, then climbing right turn to intercept IGN R-147, to IGN VOR/DME. Cross IGN VOR/DME at or above 3000. **Rwy 35**, climb runway heading to 1300, then climbing left turn to intercept IGN R-009 to IGN VOR/DME. Cross IGN VOR/DME at or above 3000.

MILLVILLE, NJ

MILLVILLE MUNI
NOTE: **Rwy 10**, multiple trees beginning 14' from departure end of runway, 498' right of centerline, up to 49' AGL/134' MSL. **Rwy 14**, multiple trees beginning 20' from departure end of runway, 167' left and 139' right of centerline, up to 72' AGL/154' MSL. **Rwy 28**, multiple trees beginning 28' from departure end of runway, 144' left and 167' right of centerline, up to 80' AGL/154' MSL. **Rwy 32**, multiple trees beginning 34' from departure end of runway, 341' left and 273' right of centerline, up to 71' AGL/152' MSL.



09295

MONTAUK, NY**MONTAUK**

DEPARTURE PROCEDURE: **Rwy 24**, climbing right turn to 3000 direct GON VOR/DME before proceeding on course.

NOTES: **Rwy 6**, 37' dune 200' from departure end of runway. **Rwy 24**, 35' power line 40' from departure end of runway.

MONTGOMERY, NY**ORANGE COUNTY**

TAKE-OFF MINIMUMS: **Rwy 3**, 500-2 or std. with a min. climb of 440' per NM to 900. **Rwy 8**, 300-1 or std. with a min. climb of 230' per NM to 600. **Rwy 21**, 500-1 or std. with a min. climb of 210' per NM to 800. **Rwy 26**, 400-1 or std. with a min. climb of 270' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 2100 before proceeding on course.

Rwys 8, 21, 26, climb runway heading to 1000 before proceeding on course.

MONTICELLO, NY**SULLIVAN COUNTY INTL**

DEPARTURE PROCEDURE: **Rwy 33**, climb straight ahead to 2500 before departing on course.

MORRISTOWN, NJ**MORRISTOWN MUNI**

TAKE-OFF MINIMUMS: **Rwy 23**, 400-2 or std. with a min. climb of 365' per NM to 700. **Rwy 31**, 500-2 or std. with a min. climb of 390' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 13, 23, 31**, use MORRISTOWN DEPARTURE.

NOTE: **Rwy 5**, cross departure end of runway at or above 25' AGL/209' MSL. **Rwy 13**, 73' AGL tree, 1100' from departure end of runway, 600' right of centerline. Cross departure end of runway at or above 35' AGL/217' MSL. **Rwy 23**, 60' AGL tree, 500' from departure end of runway, 400' right of centerline. Cross departure end of runway at or above 35' AGL/218' MSL. **Rwy 31**, 50' AGL trees, 1500' from departure end of runway, 700' right of centerline. Cross departure end of runway at or above 35' AGL/222' MSL.

MOUNT HOLLY, NJ**SOUTH JERSEY RGNL (VAY)****ORIG 09155 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 26**, 300-2½ or std. w/ min. climb of 205' per NM to 500. Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1300' prior to DER.

NOTE: **Rwy 8**, trees beginning 15' from DER, 32' right of centerline, up to 100' AGL/179' MSL. Trees beginning 631' from DER, 339' left of centerline, up to 100' AGL/159' MSL. **Rwy 26**, building 522' from DER, 604' right of centerline, 30' AGL/89' MSL. Building 540' from DER, 546' left of centerline, 30' AGL/89' MSL. Vehicle on road 650' from DER, on centerline, 17' AGL/67' MSL. Trees beginning 1599' from DER, 5' right of centerline, up to 100' AGL/179' MSL. Trees beginning 418' from DER, 408' left of centerline, up to 100' AGL/179' MSL. Tower 1.9 NM from DER, 1712' right of centerline, 179' AGL/348' MSL.

NEW YORK, NY**JOHN F. KENNEDY INTL**

TAKE-OFF MINIMUMS: **Rwy 13R**, 300-1½ or std. with a min. climb of 250' per NM to 300. **Rwy 31L**, standard with a min. climb of 210' per NM to 2000.

NOTE: **Rwy 4L**, taxiing aircraft 691' from departure end of runway, 390' left of centerline, 64' AGL/77' MSL. Tree 1824' from departure end of runway, 180' right of centerline, 63' AGL/79' MSL. Tree 1847' from departure end of runway, 88' left of centerline, 54' AGL/67' MSL. Multiple obstruction lights on fence beginning 249' from departure end of runway, 316' left of centerline, 10' AGL/22' MSL. **Rwy 4R**, multiple trees beginning 1294' from departure end of runway, 687' left of centerline, up to 63' AGL/76' MSL. Tree 524' from departure end of runway, 613' right of centerline, 20' AGL/33' MSL. **Rwy 13L**, electrical equipment 106' from departure end of runway, 416' left of centerline, 10' AGL/17' MSL. Obstruction light on glideslope antenna 1046' from departure end of runway, 141' left of centerline, 27' AGL/40' MSL. **Rwy 13R**, obstruction light on tank 1.12 NM from departure end of runway, 2116' right of centerline, 215' AGL/227' MSL. Obstruction light on fence 98' from departure end of runway, 6' right of centerline, 10' AGL/24' MSL. Tower 4690' from departure end of runway, 1386' right of centerline, 127' AGL/140' MSL. **Rwy 31L**, tree 2076' from departure end of runway, 436' left of centerline, 79' AGL/91' MSL. Bush 257' from departure end of runway, 530' left of centerline, 13' AGL/25' MSL. **Rwy 31R**, tree 752' from departure end of runway, 654' left of centerline, 39' AGL/52' MSL. Tree 561' from departure end of runway, 646' right of centerline, 30' AGL/43' MSL. Multiple light poles beginning 1442' from departure end of runway, 336' left of centerline, up to 44' AGL/67' MSL. Vehicle on road 281' from departure end of runway, 501' left of centerline, 15' AGL/26' MSL. Multiple obstruction lights on poles and fence beginning 365' from departure end of runway, 15' left of centerline, up to 17' AGL/31' MSL. Obstruction light on pole 625' from departure end of runway, 359' right of centerline, 28' AGL/31' MSL. Approach light 190' from departure end of runway, 8' right of centerline, 5' AGL/18' MSL. Fence 410' from departure end of runway, 352' right of centerline, 10' AGL/23' MSL.

9295



NEW YORK, NY (CON'T)

LA GUARDIA (LGA)
AMD'T 8 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 400-2½ or std. with a min. climb of 230' per NM to 600. **Rwy 13**, 400-2½ or std. with a min. climb of 280' per NM to 500. **Rwy 22**, 300-2½ or std. w/ min. climb of 210' per NM to 400. **Rwy 31**, 300-1½ or std. with a min. climb of 260' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 044° to 800 before proceeding westbound. **Rwy 13**, climb heading 134° to 700 before proceeding westbound. **Rwy 22**, climb heading 224° to 2100 before proceeding westbound. **Rwy 31**, climb heading 314° to 1400 before proceeding westbound.

NOTE: **Rwy 4**, bridge 2.1 NM from departure end of runway, 3754' right of centerline, 345' AGL/384' MSL. Bush and terrain beginning 99' from departure end of runway, 114' left of centerline, up to 16' AGL/33' MSL. **Rwy 13**, multiple buildings beginning 1.9 NM from departure end of runway, 741' right of centerline, up to 280' AGL/345' MSL. Multiple buildings, stacks, bush, and fence lights beginning 98' from departure end of runway, 168' left of centerline, up to 211' AGL/271' MSL. Localizer 392' from departure end of runway, on centerline, 10' AGL/19' MSL. **Rwy 22**, multiple trees, buildings, and blast fence beginning 109' from departure end of runway, 138' right of centerline, up to 222' AGL/302' MSL. Multiple trees and buildings beginning 165' from departure end of runway, 150' left of centerline, up to 72' AGL/102' MSL. **Rwy 31**, stack 1.3 NM from departure end of runway, left of centerline, 250' AGL/268' MSL.

NEWARK, NJ

NEWARK LIBERTY INTL (EWR)
AMD'T 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L**, std. w/ min climb of 383' per NM to 800. **Rwy 4R**, std. w/ min. climb of 373' per NM to 800. **Rwy 11**, std. w/ min. climb of 240' per NM to 2000. **Rwy 22R**, 300-1½ or std. w/ min. climb of 203' per NM to 300, or alternatively, with standard takeoff minimums and a normal 200' /NM climb gradient, takeoff must occur no later than 1200' prior to departure end of runway. **Rwy 29**, 400-2 or std. w/ min climb of 444' per NM to 500.

NOTE: **Rwy 4L**, tower, light, and multiple trees beginning 211' from departure end of runway, 198' left of centerline, up to 70' AGL/89' MSL. DME antenna and pole beginning 881' from departure end of runway, 418' right of centerline, up to 121' AGL/131' MSL. **Rwy 4R**, DME antenna, tree, and multiple towers beginning 530' from departure end of runway, 477' left of centerline, up to 61' AGL/82' MSL. Tower, sign, tree, multiple buildings and poles beginning 1134' from departure end of runway, 153' right of centerline, up to 121' AGL/131' MSL. **Rwy 11**, terrain, sign, tree, road, fence, building, and multiple poles beginning 82' from departure end of runway, 2' left of centerline, up to 49' AGL/68' MSL. Pole and multiple signs beginning 6' from departure end of runway, 158' right of centerline, up to 31' AGL/50' MSL. **Rwy 22L**, pole 8' from departure end of runway, 261' left of centerline, 7' AGL/16' MSL. **Rwy 22R**, light and multiple trees beginning 1829' from departure end of runway, 307' right of centerline, up to 55' AGL/69' MSL. Building 1.4 NM from departure end of runway, 1872' left of centerline, 200' AGL/227' MSL. **Rwy 29**, poles, trees, multiple signs and buildings beginning 209' from departure end of runway, 242' left of centerline, up to 110' AGL/120' MSL. Tree multiple signs and poles beginning 689' from departure end of runway, 66' right of centerline, up to 273' AGL/358' MSL. Building 6020' from departure end of runway, 1624' right of centerline, 273' AGL/357' MSL. Building 1.5 NM from departure end of runway, 2071' right of centerline, 202' AGL/328' MSL.

NEWBURGH, NY

STEWART INTL (SWF)
AMDT 5 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. w/min. climb of 255' per NM to 2000 or 1500-2½ for climb in visual conditions. **Rwy 27**, 300-1 or std. w/min. of 366' per NM to 800. **Rwy 34**, 300-1¼ or std. w/min. climb of 503' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 092° to 2100 before turning south. **Rwy 16**, climb heading 163° to 2000 before proceeding on course or for climb in visual conditions cross Stewart Intl airport at or above 1800 before proceeding on course. **Rwy 27**, climb heading 272° to 1200 before turning south.

NOTE: **Rwy 9**, trees beginning 730' from departure end of runway, 23' left of centerline, up to 66' AGL/566' MSL. Bush 172' from departure end of runway, 193' left of centerline, up to 43' AGL/483' MSL. **Rwy 16**, trees 785' from departure end of runway, 461' left of centerline, up to 86' AGL/466' MSL. Trees beginning 1254' from departure end of runway, 563' right of centerline, up to 112' AGL/492' MSL. **Rwy 27**, trees beginning 685' from departure end of runway, 525' left of centerline, up to 23' AGL/543' MSL. Fence 430' from departure end of runway, 528' left of centerline, 19' AGL/529' MSL. Middle marker 701' from departure end of runway, on runway centerline, 5' AGL/515' MSL. **Rwy 34**, trees beginning 608' from departure end of runway, 21' left of centerline, up to 91' AGL/611' MSL. Terrain and trees beginning 77' from departure end of runway, 71' right of centerline, up to 92' AGL/612' MSL.

NIAGARA FALLS, NY

NIAGARA FALLS INTL

TAKE-OFF MINIMUMS: **Rwys 10L, 10R, 24**, 300-1 or std. with a min. climb of 300' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 060° to 1200 before proceeding on course. **Rwys 10L, 10R, 24** climb runway heading to 1700 before proceeding on course. **Rwys 28L, 28R**, climb heading 280° to 1200 before proceeding on course.

NOTE: **Rwy 6**, tree 1737' from departure end of runway, 308' left of centerline, 60' AGL/647' MSL. **Rwy 28L**, trees beginning 1668' from departure end of runway, 244' right of centerline, up to 74' AGL/654' MSL. Trees beginning 1337' from departure end of runway, 62' left of centerline, up to 63' AGL/646' MSL. Bush 625' from departure end of runway, 172' right of centerline, 26' AGL/611' MSL. **Rwy 28R**, trees beginning 866' from departure end of runway, 105' right of centerline, up to 100' AGL/690' MSL. Trees beginning 837' from departure end of runway, 321' left of centerline, up to 87' AGL/667' MSL.

NORWICH, NY

LT. WARREN EATON

TAKE-OFF MINIMUMS: **Rwys 1, 19**, 700-2 or std. with a min. climb of 400' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb runway heading to 2500 before proceeding on course.

OGDENSBURG, NY

OGDENSBURG INTL

DEPARTURE PROCEDURE: **Rwys 9, 27**, climb runway heading to 700 before proceeding on course.

OLD BRIDGE, NJ

OLD BRIDGE (3N6)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, 300-2½ or std. w/min. climb of 223' per NM to 400.

NOTE: **Rwy 6**, trees beginning 49' from DER, 4' left and right of centerline, up to 100' AGL/199' MSL. **Rwy 24**, trees beginning 47' from DER, 46' left and right of centerline, up to 100' AGL/299' MSL.

OLEAN, NY

CATTARAUGUS COUNTY-OLEAN

TAKE-OFF MINIMUMS: **Rwy 16**, 300-1 or std. with a min. climb of 340' per NM until passing 2500. **Rwy 34**, 300-1 or std. with a min. climb of 300' per NM until passing 2500.

ONEONTA, NY

ONEONTA MUNI

TAKE-OFF MINIMUMS: **Rwys 6, 24**, 300-1.

PEDRICKTOWN, NJ

SPLITFIRE AERODROME

TAKE-OFF MINIMUMS: **Rwy 25**, NA-obstacles.

PENNYAN, NY

PENNYAN

TAKE-OFF MINIMUMS: **Rwy 1**, 500-2 or std. with a min. climb of 230' per NM to 1700. **Rwy 19**, 600-2 or std. with a min. climb of 230' per NM to 1700. **Rwy 28**, 600-2, or std. with a min. climb of 320' per NM to 1700.

NOTE: **Rwy 10**, 40' AGL trees at departure end of runway, 96' right of centerline.

PITTSBURGH, NJ

ALEXANDRIA

TAKE-OFF MINIMUMS: **Rwy 8**, 400-1 or std. with 400' per NM to 900. **Rwy 13**, 300-1 or std. with 460' per NM to 700. **Rwy 31**, 600-1 or std. with 340' per NM to 1200.

SKY MANOR

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1.

PLATTSBURGH, NY

PLATTSBURGH INTL

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 172° to 2500 before turning on course. **Rwy 35**, climb heading 352° to 2800 before turning on course.

NOTE: **Rwy 17**, tree 1844' from departure end of runway, 966' right of centerline, 87' AGL/237' MSL. Tree 2289' from departure end of runway, 937' left of centerline, 75' AGL/222' MSL. **Rwy 35**, numerous trees beginning 1602' from departure end of runway, 501' left of centerline, up to 63' AGL/293' MSL. Tree, 2270' from departure end of runway, 944' left of centerline, 104' AGL/334' MSL. Tree 2035' from departure end of runway, 1014' right of centerline, 107' AGL/307' MSL.

**POTSDAM, NY**

POTSDAM MUNI/DAMON FLD (PTD)

ORIG 09295 (FAA)

NOTE: **Rwy 6**, trees beginning 229' from DER, 122' right of centerline, up to 100' AGL/569' MSL. Trees beginning 926' from DER, 322' left of centerline, up to 100' AGL/579' MSL. **Rwy 24**, trees beginning 776' from DER, 370' right of centerline, up to 100' AGL/559' MSL. Building 549' from DER, 395' left of centerline, 40' AGL/509' MSL. Tree 846' from DER, 471' left of centerline, 100' AGL/559' MSL.

POUGHKEEPSIE, NY

DUTCHESS COUNTY

TAKE-OFF MINIMUMS: **Rwy 6**, 500-1.
15,33, 400-1.

Rwys

DEPARTURE PROCEDURE: **Rwy 6**, climb direct IGN VOR/DME, then via IGN R-070 to 2000 before proceeding on course. **Rwy 15**, climb to 600 then climbing left turn to 1000 direct IGN VOR/DME before proceeding on course. **Rwy 24**, climb to 2000 via IGN R-250 before proceeding on course. **Rwy 33**, climb to 600 then climbing right turn to 1000 direct IGN VOR/DME before proceeding on course.

PRINCETON (ROCKY HILL), NJ

PRINCETON

TAKE-OFF MINIMUMS: **Rwy 10**, 300-2 or std. with a min. climb of 340' per NM to 600.

NOTE: **Rwy 10**, multiple terrain beginning 61' from departure end of runway, 7' left of centerline, 0' AGL/168' MSL. Tank 1462' from departure end of runway, 699' left of centerline, 130' AGL/270' MSL. Tower 1.5 NM from departure end of runway, 1013' left of centerline, 175' AGL/460' MSL. Road 400' from departure end of runway, on centerline, 17' AGL/184' MSL. **Rwy 28**, tree 565' from departure end of runway, 634' left of centerline, up to 100' AGL/219' MSL. Terrain 154' from departure end of runway, 253' left of centerline, 0' AGL/128' MSL. Terrain 390' from departure end of runway, 554' left of centerline, 0' AGL/132' MSL.

READINGTON, NJ

SOLBERG-HUNTERDON (N51)

AMD T 1 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, std. w/ min. climb of 405' per NM to 1400 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 31**, for climb in visual conditions; cross Solberg-Hunterdon airport at or above 1300 before proceeding on course.

NOTE: **Rwy 4**, tree 907' from DER, 712' left of centerline, 100' AGL/279' MSL. Trees beginning 431' from DER, 82' right of centerline, up to 100' AGL/279' MSL. **Rwy 13**, tree 47' from DER, 453' left of centerline, 100' AGL/279' MSL. Tree 88' from DER, 178' right of centerline, 100' AGL/279' MSL. **Rwy 22**, tree 185' from DER, 350' left of centerline, 100' AGL/299' MSL. Trees beginning 103' from DER, 95' right of centerline, up to 100' AGL/299' MSL. **Rwy 31**, trees beginning 372' from DER, 40' left of centerline, up to 100' AGL/378' MSL. Tree 257' from DER, 441' right of centerline, 100' AGL/299' MSL.

REDHOOK, NY

SKY PARK

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1. **Rwy 19**, 400-2 or std. with a min. climb of 240' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb runway heading to 3000 before proceeding on course.

ROBBINSVILLE, NJ

TRENTON-ROBBINSVILLE

TAKE-OFF MINIMUMS: **Rwy 29**, 300-1 or std. with a min. climb of 280' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 29**, climb runway heading to 800 before turning right.

ROCHESTER, NY

GREATER ROCHESTER INTL (ROC)

AMD T 6 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1½ or std. w/ min. climb of 206' per NM to 900. **Rwy 10**, std. w/ min. climb of 230' per NM to 900 or 1000-2½ for climb in visual conditions. **Rwy 22**, 400-2½ or std. w/ min. climb of 241' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 042° to 1200 before proceeding on course. **Rwy 10**, for climb in visual conditions: cross Greater Rochester Intl airport at or above 1400 MSL before proceeding on course.

NOTE: **Rwy 4**, tower 1806' from departure end of runway, 816' right of centerline, 60' AGL/611' MSL. Tree 2081' from departure end of runway, 531' left of centerline, 53' AGL/612' MSL. **Rwy 7**, multiple trees beginning 2732' from departure end of runway, 426' left of centerline, 78' AGL/622' MSL. Flag pole on dome 1.4 NM from departure end of runway, 1139' right of centerline, 213' AGL/757' MSL. **Rwy 10**, flag pole on dome 1.2 NM from departure end of runway, 1546' left of centerline, 213' AGL/757' MSL. Multiple trees 741' from departure end of runway, 355' left of centerline, 83' AGL/617' MSL. Fence 313' from departure end of runway, 407' left of centerline, 18' AGL/552' MSL. **Rwy 22**, obstruction light on tower 2.2 NM from departure end of runway, 3550' right of centerline, 412' AGL/935' MSL. Tree 3,026' from departure end of runway, 935' left of centerline, 102' AGL/621' MSL. Tree 1997' from departure end of runway, 832' right of centerline, 68' AGL/587' MSL. **Rwy 25**, tower and multiple poles beginning 1523' from departure end of runway, 330' left of centerline, 85' AGL/617' MSL. **Rwy 28**, railroad 627' from departure end of runway, 539' right of centerline, 23' AGL/574' MSL. Multiple trees beginning 1188' from departure end of runway, 112' right of centerline, 88' AGL/632' MSL. Multiple trees and towers beginning 1540' from departure end of runway, 148' left of centerline, 87' AGL/626' MSL.

ROME, NY

GRIFFISS INTL (RME)

ORIG 08185 (FAA)

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 146° to 1000 before turning left. **Rwy 33**, climb heading 326° to 1400 before turning right.

NOTE: **Rwy 15**, trees beginning 2306' from departure end of runway, 405' left of centerline, up to 92' AGL/590' MSL.



**SARANAC LAKE, NY****ADIRONDACK RGNL**

TAKE-OFF MINIMUMS: **Rwy 5**, 800-1 or std. with a min. climb of 230' per NM to 2500. **Rwy 9**, 600-2. **Rwy 23**, 600-1 or std. with a min. climb of 240' per NM to 2300.

DEPARTURE PROCEDURE: **Rwys 5, 9**, climb to 2500 via SLK R-080, then climbing left turn direct SLK VOR so as to cross SLK VOR at 3000 or above before proceeding on course. **Rwy 23**, climbing right turn to 4000 via heading 250° before proceeding on course. **Rwy 27**, climb runway heading to 2300 before proceeding on course.

SARATOGA SPRINGS, NY**SARATOGA COUNTY (5B2)****AMDT 3A 09127 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 32**, 400-2¾ or std. w/ min climb of 250' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 025° to 1300 before proceeding on course. **Rwy 14**, climb heading 143° to 1000 before proceeding on course. **Rwy 23**, climb heading 233° to 1000 before proceeding on course. **Rwy 32**, climbing left turn to 2200 heading 230° before proceeding on course.

NOTE: **Rwy 5**, trees beginning 799' from DER, 50' left of centerline up to 84' AGL/503' MSL. Trees beginning 849' from DER, 33' right of centerline, up to 87' AGL/507' MSL. **Rwy 14**, trees beginning 427' from DER, 161' right of centerline up to 100' AGL/529' MSL. Trees beginning 516' from DER, 550' left of centerline up to 100' AGL/529' MSL. **Rwy 23**, trees beginning 196' from DER, 13' right of centerline up to 110' AGL/544' MSL. Trees beginning 843' from DER, 34' left of centerline up to 96' AGL/530' MSL. **Rwy 32**, trees beginning 8497' from DER, 579' right of centerline up to 100' AGL/809' MSL.

SCHENECTADY, NY**SCHENECTADY COUNTY**

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1 or std. with a min. climb of 220' per NM to 600. **Rwy 28**, 1200-2 or std. with a min. climb of 240' per NM to 2000.

NOTE: **Rwy 4**, 459' trees 80' from departure end of runway, 470' left of centerline.

SENECA FALLS, NY**FINGER LAKES RGNL (0G7)****ORIG 09127 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 1**, 300-2 or std. w/ min. climb of 275' per NM to 1000.

NOTE: **Rwy 1**, trees, vehicle on road and tower beginning 401' from DER, 407' right of centerline, up to 306' AGL/ 756' MSL. Trees and pole beginning 571' from DER, 332' left of centerline, up to 73' AGL/528' MSL. **Rwy 19**, trees and building beginning 238' from DER, 294' right of centerline, up to 68' AGL/557' MSL. Building, trees, poles, bushes and vehicle on road beginning 189' from DER, 270' left of centerline, up to 57' AGL/556' MSL.

SHIRLEY, NY**BROOKHAVEN**

TAKE-OFF MINIMUMS: **Rwys 6, 33**, NA-Noise abatement.

NOTE: **Rwy 15**, trees beginning 173' from departure end of runway, 376' right of centerline, up to 60' AGL/124' MSL. Trees beginning 40' from departure end of

runway, 281' left of centerline, up to 60' AGL/124' MSL.

Rwy 24, trees beginning 199' from departure end of runway, 497' left of centerline, up to 60' AGL/148' MSL.

Trees beginning 604' from departure end of runway, 597' right of centerline, up to 60' AGL/133' MSL.

SIDNEY, NY**SIDNEY MUNI (N23)****AMDT 4 09071 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 7**, std. with a min. climb of 328' per NM to 2500 or 1600-3 for climb in visual conditions. **Rwy 25**, 700-1.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 071° to 2500 before proceeding on course, for climb in visual conditions: Cross Sidney Muni airport at or above 2500 MSL before proceeding on course. **Rwy 25**, climb heading 251° to 2000 before proceeding on course.

NOTE: **Rwy 7**, trees and vehicle on road beginning 379' from DER, 22' left of centerline, up to 200' AGL/2039' MSL. Trees and terrain beginning 1844' from DER, 17' right of centerline, up to 100' AGL/1779' MSL. **Rwy 25**, trees beginning 867' from DER, 45' left of centerline, up to 100' AGL/1679' MSL. Trees and vehicle on road beginning 57' from DER, 82' right of centerline, up to 100' AGL/1539' MSL.

SKANEATELES, NY**SKANEATELES AERO DROME**

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.





09295

SOMERVILLE, NJ

SOMERSET (SMQ)

AMDT 3 08353 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 17, 26, 35**, NA-Environmental. **Rwy 12**, std. w/ min. climb of 400' per NM to 1000 or 700-3 w/ min. climb of 285' per NM to 1400, or 1100-2½ for climb in visual conditions. **Rwy 30**, std. w/ min. climb of 500' per NM to 600 or 300-2 or min. climb of 205' per NM to 1600, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12**, climb heading 122° to 1000 before proceeding on course or for climb in visual conditions cross Somerset Airport at or above 1100 before proceeding on course. **Rwy 30**, climb heading 302° to 1300 before proceeding on course or for climb in visual conditions cross Somerset Airport at or above 1100 before proceeding on course.

NOTE: **Rwy 12**, trees beginning at departure end of runway, 345' left of centerline, up to 100' AGL/219' MSL. Trees beginning 600' from departure end of runway, left to right of centerline, up to 100' AGL/219' MSL. Trees beginning 3188' from departure end of runway, left to right of centerline, up to 100' AGL/279' MSL. **Rwy 30**, trees beginning at departure end of runway, 85' right of centerline, up to 100' AGL/199' MSL. Trees beginning at departure end of runway, 110' left of centerline, up to 99' AGL/199' MSL. Trees beginning 1451' from departure end of runway, left to right of centerline, up to 100' AGL/199' MSL. Trees beginning 2748' from departure end of runway, 1147' left of centerline, up to 100' AGL/259' MSL.

SOUTH BETHLEHEM, NY

SOUTH ALBANY (4B0)

ORIG 09099 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1¼ or std. w/ min. climb of 290' per NM to 600. **Rwy 19**, std. w/ min. climb of 415' per NM to 2000 or 1700-1½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 008° to 2000 before proceeding on course. **Rwy 19**, climb via heading 188° to 2000 or for climb in visual conditions; cross South Albany airport at or above 1700 before proceeding on course. Do not exceed 180 knots until crossing South Albany airport on course.

NOTE: **Rwy 1**, vehicles on road beginning 315' from DER, left to right of centerline, up to 15' AGL/234' MSL. Vehicles on road 17' from DER, 467' left of centerline, 15' AGL/224' MSL. Trees 523' from DER, 425' right of centerline, up to 100' AGL/299' MSL. Stacks 1.3 NM from DER, 1522' right of centerline, 195' AGL/435' MSL. **Rwy 19**, trains beginning 23' from DER, left and right of centerline, 23' AGL/318' MSL.

STORMVILLE, NY

STORMVILLE

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1. **Rwy 6**, 1200-1. DEPARTURE PROCEDURE: **Rwy 6**, climbing left turn direct IGN VOR/DME, cross IGN VOR/DME at or above 2000. **Rwy 24**, climbing right turn direct IGN VOR/DME, cross IGN VOR/DME at or above 2000.

SUSSEX, NJ

SUSSEX

TAKE-OFF MINIMUMS: **Rwy 3**, 700-1. **Rwy 21**, 500-1.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1200, then climbing right turn to 3000 direct SAX VORTAC, then climb on course. **Rwy 21**, climb runway heading to 1500, then climb on course.

SYRACUSE, NY

SYRACUSE HANCOCK INTL

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1500 before turning southbound. **Rwy 15**, climb runway heading to 2800 before turning southbound. **Rwy 28**, climb runway heading to 1100 before turning southbound. **Rwy 33**, climb runway heading to 1000 before turning southbound.

TETERBORO, NJ

TETERBORO (TEB)

AMDT 6 09267 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 400-2¼ or std. w/ min. climb of 294' per NM to 500. **Rwy 6**, 300-1½ or std. w/ min. climb of 263' per NM to 400. **Rwy 19**, 600-2¼ or std. w/ min. climb of 352' per NM to 700. DEPARTURE PROCEDURE: **Rwys 1, 6**, climb heading 040° to 900 before proceeding on course. **Rwy 19**, climb heading 195° to 900 then climbing right turn via BWZ VORTAC R-104 to 2000 before proceeding on course. **Rwy 24**, climb heading 240° to 1100 before proceeding on course.

NOTE: **Rwy 1**, vents and trees beginning 195' from DER, 507' left of centerline, up to 73' AGL/82' MSL. Poles and trees beginning 903' from DER, 136' right of centerline, up to 44' AGL/53' MSL. Antenna 5900' from DER, 1519' left of centerline, 155' AGL/224' MSL. Building 1.8 NM from DER, 787' right of centerline, 249' AGL/314' MSL. **Rwy 6**, sign, poles, buildings, and trees beginning 235' from DER, 10' left of centerline, up to 106' AGL/115' MSL. Building, poles, and trees beginning 335' from DER, 101' right of centerline, up to 92' AGL/101' MSL. Stack 1.2 NM from DER, 654' right of centerline, 230' AGL/240' MSL. **Rwy 19**, vent on building and trees beginning 215' from DER, 11' left of centerline, up to 77' AGL/86' MSL. Blast fence, poles, and trees beginning 185' from DER, 117' right of centerline, up to 83' AGL/92' MSL. Tower 1.9 NM from DER, 1621' right of centerline, 500' AGL/510' MSL. **Rwy 24**, sign and trees beginning 3347' from DER, 535' right of centerline, up to 125' AGL/134' MSL.

TICONDEROGA, NY

TICONDEROGA MUNI

TAKE-OFF MINIMUMS: **Rwy 20**, 800-2 or std. with a min. climb of 330' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 2**, climb runway heading to 3800 before proceeding on course. **Rwy 20**, climbing left turn to 2400 via heading 165° before proceeding on course.

9295



TOMS RIVER, NJ

ROBERT J. MILLER AIR PARK

NOTE: **Rwy 6**, trees beginning 116' from departure end of runway, 2' left of centerline, up to 52' AGL/121' MSL. Trees beginning 333' from departure end of runway, 163' right of centerline, up to 60' AGL/169' MSL. **Rwy 24**, tree 1338' from departure end of runway, 730' right of centerline, 31' AGL/120' MSL.

TRENTON, NJ

TRENTON MERCER

TAKE-OFF MINIMUMS: **Rwy 16**, 300-1.
DEPARTURE PROCEDURE: **Rwy 6**, climb runway heading to 750 before turning east. **Rwy 24**, climb runway heading to 400 before turning.

VINCENTOWN, NJ

RED LION (N73)

AMDT 1 09071 (FAA)

NOTE: **Rwy 5**, trees 1095' from DER, 90' left of centerline, 100' AGL/149' MSL. Trees 1816' from DER, 864' right of centerline, 100' AGL/159' MSL. Trees 2242' from DER, 41' right of centerline, 100' AGL/159' MSL. **Rwy 23**, trees 24' from DER, 373' right of centerline, 100' AGL/150' MSL. Trees 178' from DER, 185' right of centerline, 100' AGL/159' MSL. Trees 85' from DER, 139' right of centerline, 100' AGL/150' MSL.

VINELAND, NJ

KROELINGER

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

WATERTOWN, NY

WATERTOWN INTL (ART)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1½ or std. w/ min. climb of 229' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 090° to 800 before turning right.

NOTE: **Rwy 7**, vehicle on road and trees beginning 538' from departure end of runway, 407' left of centerline, up to 61' AGL/380' MSL. Trees 1366' from departure end of runway, 32' left of centerline, 46' AGL/375' MSL. Trees beginning 785' from departure end of runway, 494' right of centerline, up to 57' AGL/386' MSL. Trees beginning 1787' from departure end of runway, 98' right of centerline, up to 70' AGL/399' MSL. **Rwy 10**, bushes and trees beginning 127' from departure end of runway, 124' right of centerline, up to 46' AGL/388' MSL. Trees 7050' from departure end of runway, 1750' right of centerline, 70' AGL/529' MSL. **Rwy 28**, trees beginning 784' from departure end of runway, 124' left of centerline, up to 61' AGL/360' MSL. Trees beginning 920' from departure end of runway, 220' right of centerline, up to 87' AGL/386' MSL.

WEEDSPORT, NY

WHITFORDS

TAKE-OFF MINIMUMS: **Rwys 1, 10, 19, 28**, 300-1.

WELLSVILLE, NY

WELLSVILLE MUNI AIRPORT,

TARANTINE FIELD

DEPARTURE PROCEDURE: **Rwys 10, 28**, climb runway heading to 2500 before proceeding on course.

WEST MILFORD, NJ

GREENWOOD LAKE

TAKE-OFF MINIMUMS: **Rwy 24**, 400-2 or std. with a min. climb of 280' per NM to 1300.
DEPARTURE PROCEDURE: **Rwys 6, 24**, climb runway heading to 1400 before proceeding on course.

WESTHAMPTON BEACH, NY

FRANCIS S. GABRESKI

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1 or std. with a min. climb of 220' per NM to 300.

WHEELER-SACK AAF (KGTB)

FORT DRUM, NYAMDT 5, 09239

Rwy 15, Standard with minimum climb of 250 ft/NM to 3100.

Rwy 21, Standard with minimum climb of 250 ft/NM to 3100.

DEPARTURE PROCEDURE: **Rwy 26**, Climb hdg 263° to 1400 before turning left.

TAKE-OFF OBSTACLES: **Rwy 3**: Trees 100' AGL/759' MSL, 2467' from DER, 896' left of centerline. **Rwy 8**: Trees 62' AGL/747' MSL, 441' from DER, 524' right of centerline. Trees 62' AGL/747' MSL, 1887' from DER, 125' right of centerline. Fenceline 11' AGL/696' MSL, 314' from DER, 367' right of centerline. **Rwy 15**: Trees 60' AGL/747' MSL, 1402' from DER, 535' left of centerline. **Rwy 26**: Trees 42' AGL/717' MSL, 1293' from DER, 614' right of centerline. Trees 13' AGL/688' MSL, 186' from DER, 463' right of centerline. **Rwy 33**: Trees 47' AGL/710' MSL, 1224' from DER, 609' right of centerline.



09295

WHITE PLAINS, NY

WESTCHESTER COUNTY (HPN)

AMDT 6 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, 200-1½ or std. w/ min. climb of 230' per NM to 700, or alternatively, with standard takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 11**, trees beginning 170' from departure end of runway, left and right of centerline, up to 96' AGL/526' MSL. Terrain 140' from departure end of runway, 248' left of centerline, 0' AGL/392' MSL. **Rwy 16**, windsock and trees beginning 309' from departure end of runway, 187' left of centerline, up to 101' AGL/510' MSL. Trees beginning 1005' from departure end of runway, 90' right of centerline, up to 127' AGL/436' MSL. Poles 3433' from departure end of runway, 604' left of centerline, up to 105' AGL/510' MSL. Terrain 273' from departure end of runway, 515' left of centerline, 0' AGL/387' MSL. **Rwy 34**, windsock 167' from departure end of runway, 282' right of centerline, 26' AGL/456' MSL. Trees 612' from departure end of runway, 560' left of centerline, up to 81' AGL/491' MSL. Trees beginning 2011' from departure end of runway, 751' right of centerline, up to 104' AGL/504' MSL. Obstruction light on DME 605' from departure end of runway, 263' right of centerline, 20' AGL/454' MSL. **Rwy 29**, trees beginning 6' from departure end of runway, 14' right of centerline, up to 103' AGL/593' MSL. Pole and trees beginning 425' from departure end of runway, 228' left of centerline, up to 108' AGL/488' MSL. Tank 1.19 NM from departure end of runway, 751' right of centerline, 86' AGL/599' MSL. Pole 212' from departure end of runway, 485' right of centerline, 23' AGL/417' MSL.

WILDWOOD, NJ

CAPE MAY COUNTY

TAKE-OFF MINIMUMS: **Rwy 10**, 300-2 or std. with a min. climb of 260' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 19**, climb heading 190° to 700 before turning left.

NOTE: **Rwy 1**, multiple trees beginning 212' from departure end of runway, 187' left of centerline, up to 72' AGL/86' MSL. Multiple trees beginning 169' from departure end of runway, 314' right of centerline, up to 42' AGL/59' MSL. Road 197' from departure end of runway 240' right of centerline, 15' AGL/30' MSL. Road 265' from departure end of runway, on runway centerline, 15' AGL/29' MSL. **Rwy 10**, multiple trees beginning 42' from departure end of runway, 262' left of centerline, up to 60' AGL/77' MSL. Multiple trees beginning 1004' from departure end of runway, 441' left of centerline, up to 77' AGL/94' MSL. Tower 1.52 NM from departure end of runway, 643' left of centerline, 309' AGL/84' MSL. **Rwy 19**, multiple trees beginning 669' from departure end of runway, 397' left of centerline, up to 73' AGL/90' MSL. Multiple trees beginning 1010' from departure end of runway, 46' right of centerline, up to 62' AGL/90' MSL. Fence 80' from departure end of runway, 507' right of centerline, 18' AGL/30' MSL. **Rwy 28**, multiple trees beginning 74' from departure end of runway, 460' left of centerline, up to 70' AGL/84' MSL. Multiple trees beginning 1235' from departure end of runway, 496' right of centerline, up to 74' AGL/88' MSL.

WILLIAMSON/SODUS, NY

WILLIAMSON-SODUS (SDC)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-2 or std. w/ min. climb of 427' per NM to 700.

NOTE: **Rwy 10**, trees beginning 26' from departure end of runway, 296' right of centerline, up to 76' AGL/625' MSL. Trees beginning 257' from departure end of runway, 310' left of centerline, up to 56' AGL/655' MSL. Vehicles on roadway, 339' from departure end of runway, 377' right of centerline, 15' AGL/451' MSL. Pole 360' from departure end of runway, 122' left of centerline, 29' AGL/448' MSL. Pole 362' from departure end of runway, 85' right of centerline, 31' AGL/450' MSL. Silo 409' from departure end of runway, 466' left of centerline, 40' AGL/459' MSL. Antenna 1.5 NM from departure end of runway, 662' left of centerline, 100' AGL/659' MSL. Antenna 1.6 NM from departure end of runway, 400' left of centerline, 106' AGL/715' MSL. **Rwy 28**, trees beginning abeam departure end of runway, 188' left of centerline, up to 110' AGL/549' MSL. Trees beginning 72' from departure end of runway, 266' right of centerline, up to 93' AGL/522' MSL. Building 204' from departure end of runway, 271' right of centerline, 12' AGL/441' MSL. Fence 312' from departure end of runway, 59' left of centerline, 6' AGL/435' MSL. Pole 338' from departure end of runway, 271' left of centerline, 32' AGL/461' MSL. Vehicles on roadway 357' from departure end of runway, 382' left of centerline, 15' AGL/460' MSL. Building 497' from departure end of runway, 339' left of centerline, 21' AGL/450' MSL.

WOODBINE, NJ

WOODBINE MUNI (OBI)

AMDT 2 09239 (FAA)

NOTE: **Rwy 1**, trees beginning 182' from DER, 284' left of centerline up to 100' AGL/134' MSL. Trees beginning 38' from DER, 290' right of centerline up to 100' AGL/144' MSL. Train 387' from DER, 596' left of centerline up to 23' AGL/57' MSL. **Rwy 13**, trees beginning 4' from DER, 277' left of centerline up to 100' AGL/134' MSL. Trees beginning 2395' from DER, 865' right of centerline up to 100' AGL/134' MSL. **Rwy 19**, trees beginning 4' from DER, 284' left of centerline up to 100' AGL/129' MSL. Trees beginning 178' from DER, 212' right of centerline up to 100' AGL/124' MSL. **Rwy 31**, trees beginning 261' from DER, 529' right of centerline up to 100' AGL/144' MSL. Trees beginning 107' from DER, 288' left of centerline up to 100' AGL/144' MSL. Railroad 900' from DER left to right 23' AGL/63' MSL.

9295



**WURTSBORO, NY**

WURTSBORO-SULLIVAN COUNTY

TAKE-OFF MINIMUMS: **Rwys 5,9,14,18,27,32,36,**NA-obstacles. **Rwy 23**, std. with a min. climb of 388'
per NM to 2100.DEPARTURE PROCEDURE: **Rwy 23**, climb via

heading 228° to 2100 before proceeding on course.

NOTE: **Rwy 23**, numerous trees 6594' from departure

end of runway, 2150' right of centerline, 100' AGL /

793' MSL to 100' AGL/957' MSL.



▼

NA

GPS or RNP-0.3 required.

DME/DME RNP-0.3 NA.

Use Buffalo altimeter setting.

MISSED APPROACH: Climbing right turn to 4000

direct OPDEQ WP and hold.

BUFFALO APP CON

126.15 263.125

UNICOM

122.725 (CTAF) 

CATEGORY	A	B	C	D
LNNAV MDA	1260-1	422 (500-1)	1260-1¼ 422 (500-1¼)	NA
CIRCLING	1340-1	500 (500-1)	1340-1½ 500 (500-1½)	NA

MRL Rwy 7-25 

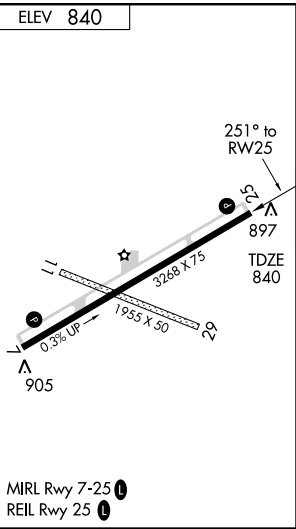
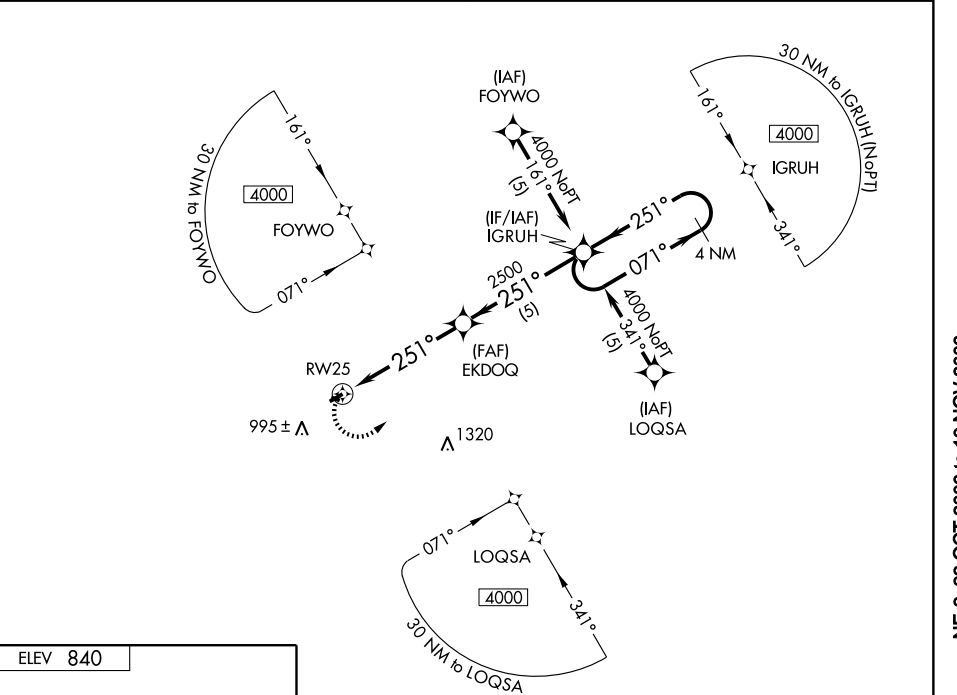
REIL Rwy 25 

NE-2: 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	3268
251°	TDZE	840
	Apt Elev	840

<div>GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Buffalo altimeter setting.</div>	MISSED APPROACH: Climbing left turn to 4000 direct IGRUH WP and hold.
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BUFFALO APP CON 126.15 263.125	UNICOM 122.725 (CTAF)
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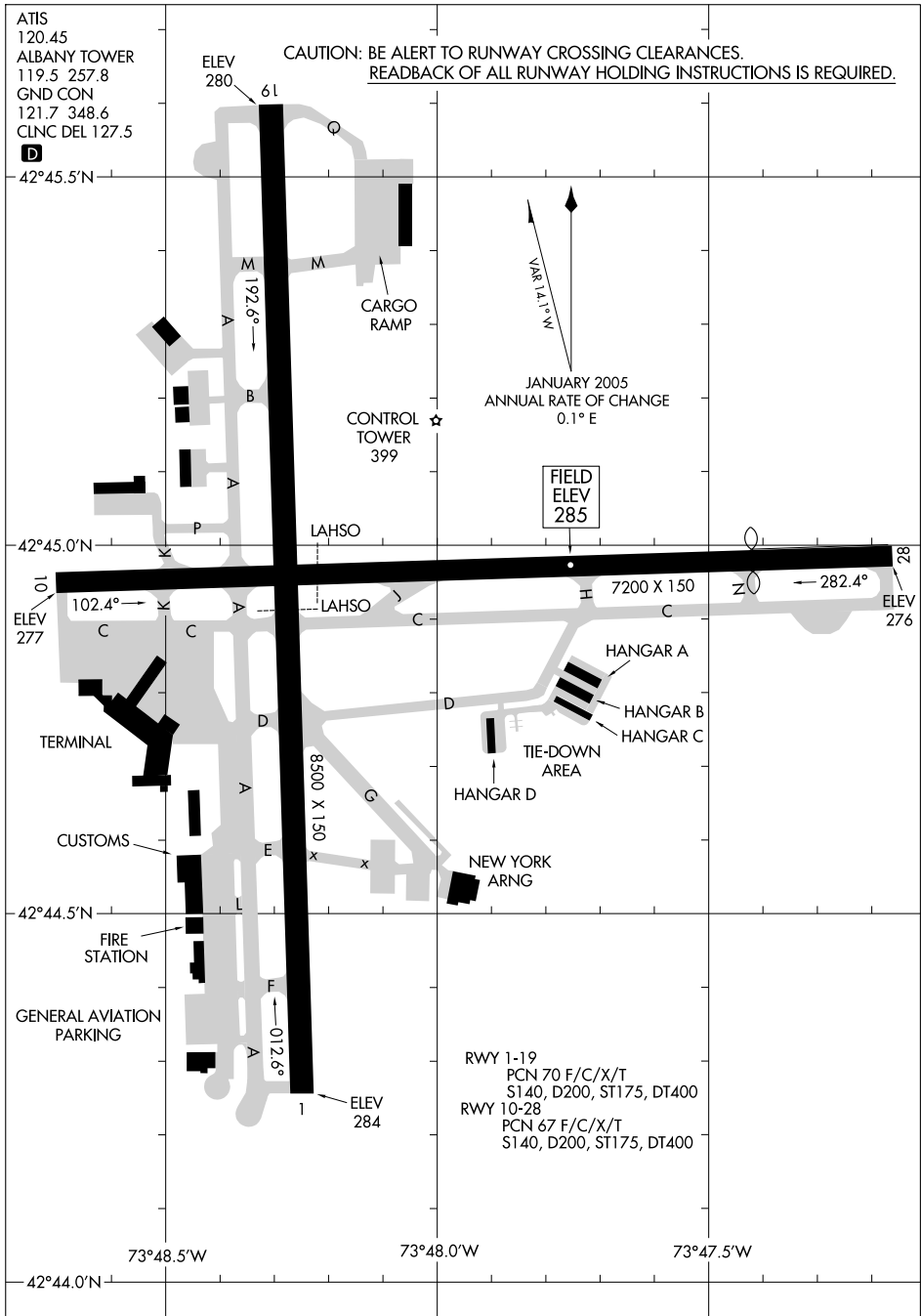


	<div>4000 IGRUH</div> <div>EKDOQ</div> <div>RW25</div> <div>IGRUH 4 NM Holding Pattern</div> <div>251° 071° 4000</div> <div>2500</div> <div>3.05° TCH 40</div> <div>5 NM 5 NM</div>			
CATEGORY	A	B	C	D
LNAV MDA	1300-1	460 (500-1)	1300-1¼ 460 (500-1¼)	NA
CIRCLING	1340-1	500 (500-1)	1340-1½ 500 (500-1½)	NA

AIRPORT DIAGRAM

AL-10 (FAA)

ALBANY INTL (ALB)
ALBANY, NEW YORK



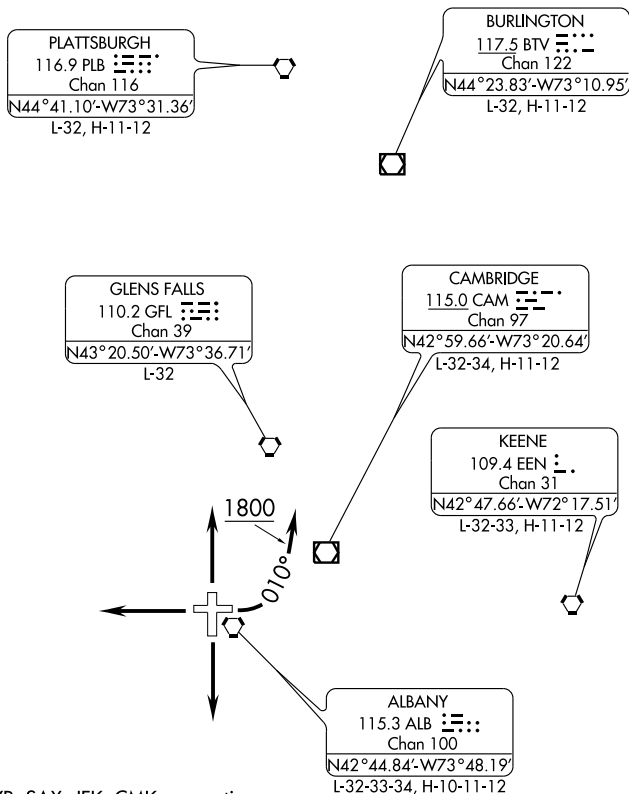
NE-2, 22 OCT 2009 to 19 NOV 2009

ALBANY THREE DEPARTURE

SL-10 (FAA)

ALBANY INTL (ALB)
ALBANY, NEW YORK

ATIS
120.45
CLNC DEL
127.5
GND CON
121.7 348.6
ALBANY TOWER
119.5 257.8



NOTE: Turbojets filed over SYR, SAX, JFK, CMK, requesting flight levels, expect a vector to the ALB R-343/25 DME. Expect on course leaving 14,000'.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

All aircraft cleared as filed. Expect vectors to filed route or depicted fix. Expect clearance to requested altitude/flight level 10 minutes after departure.

TAKE-OFF RUNWAY 10: Left climbing turn to 1800' on heading 010° before proceeding on course or when directed by ATC climb to 1800' on heading 115° before proceeding on course.

ALL OTHER RUNWAYS: Climb runway heading.

ALBANY, NEW YORK

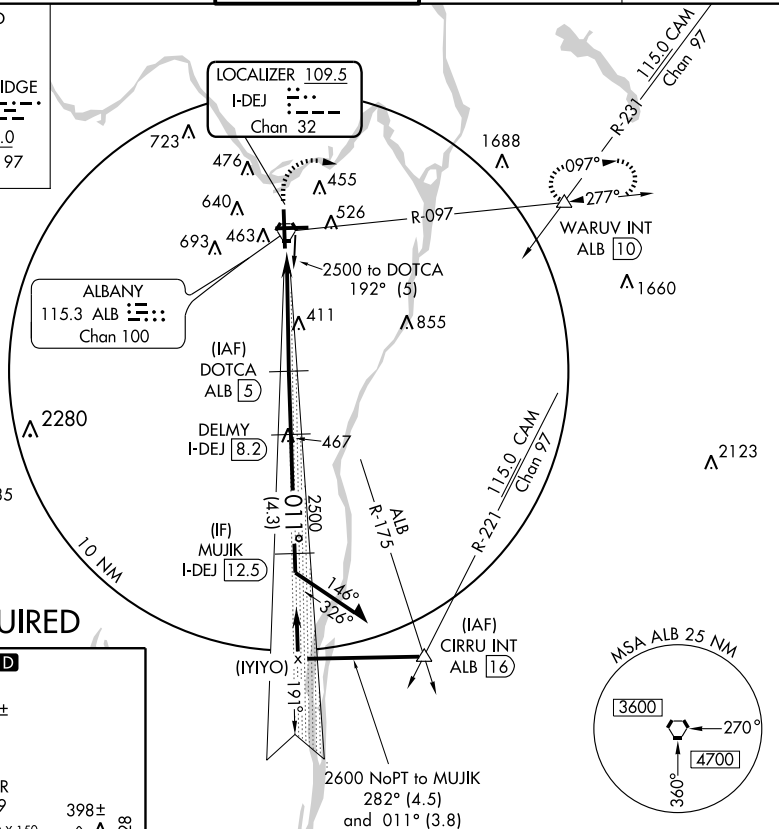
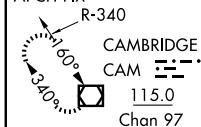
AL-10 (FAA)

LOC/DME I-DEJ 109.5 Chan 32	APP CRS 011°	Rwy Idg TDZE Apt Elev	8500 285 285
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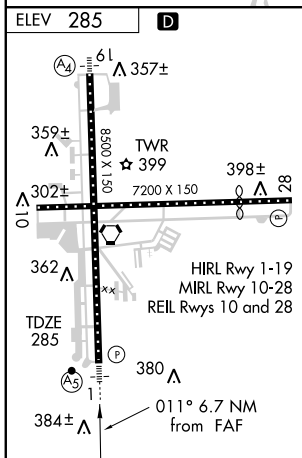
COPTER ILS or LOC/DME RWY 1

ALBANY INTL (ALB)

NA		MALS R	MISSED APPROACH: Climb to 800 then climbing right turn to 5000 via ALB VORTAC R-097 to WARUV Int/ALB 10 DME and hold, continue climb-in-hold to 5000.	
ATIS 120.45	ALBANY APP CON 132.825 307.2	ALBANY TOWER 119.5 257.8	GND CON 121.7 348.6	CLNC DEL 127.50

ALTERNATE MISSED
APCH FIX

DME REQUIRED



FAF to MAP 6.7 NM						CATEGORY	COPTER
Knots	45	60	75	90	105	H-ILS 1	485/12 200 (200-¼)
Min:Sec	8:56	6:42	5:22	4:28	3:50	H-LOC 1	760/12 475 (500-¼)

NE-2, 22 OCT 2009 to 19 NOV 2009

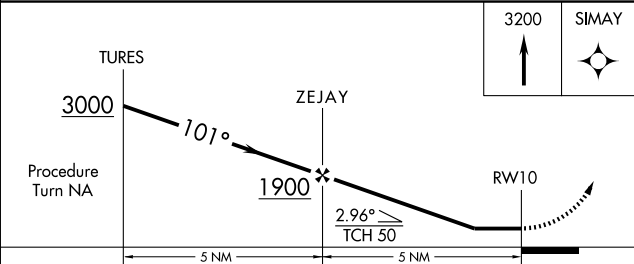
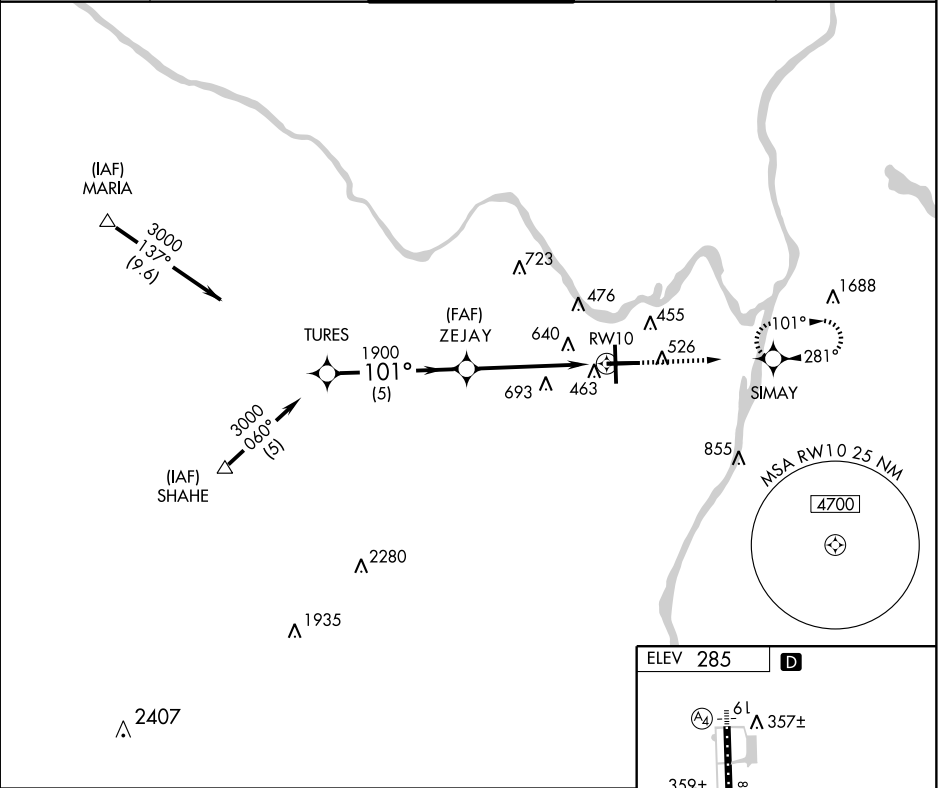
APP CRS	Rwy Idg	6780
101°	TDZE	280
	Apt Elev	285

NA

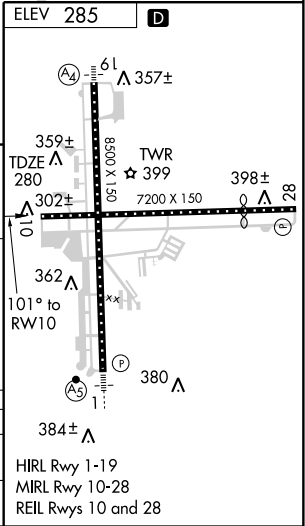
Circling NA West of Rwy 1-19.

MISSED APPROACH: Climb to 3200 direct SIMAY WP and hold.

ATIS 120.45	ALBANY APP CON 132.825 307.2	ALBANY TOWER 119.5 257.8	GND CON 121.7 348.6	CLNC DEL 127.50
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CATEGORY	A	B	C	D
S-10	920-1 640 (700-1)		920-1¾ 640 (700-1¾)	920-2 640 (700-2)
CIRCLING	920-1 635 (700-1)		920-1¾ 635 (700-1¾)	920-2 635 (700-2)



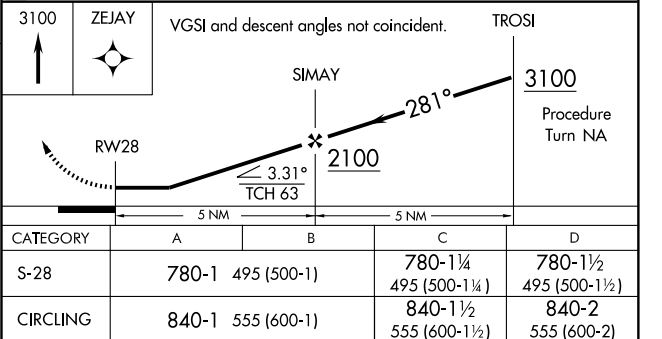
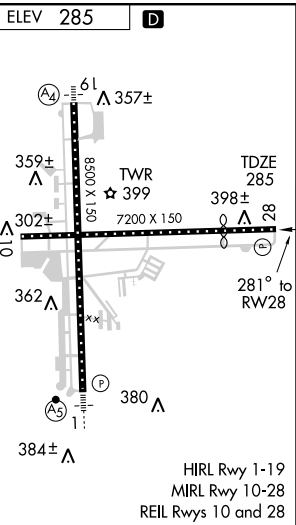
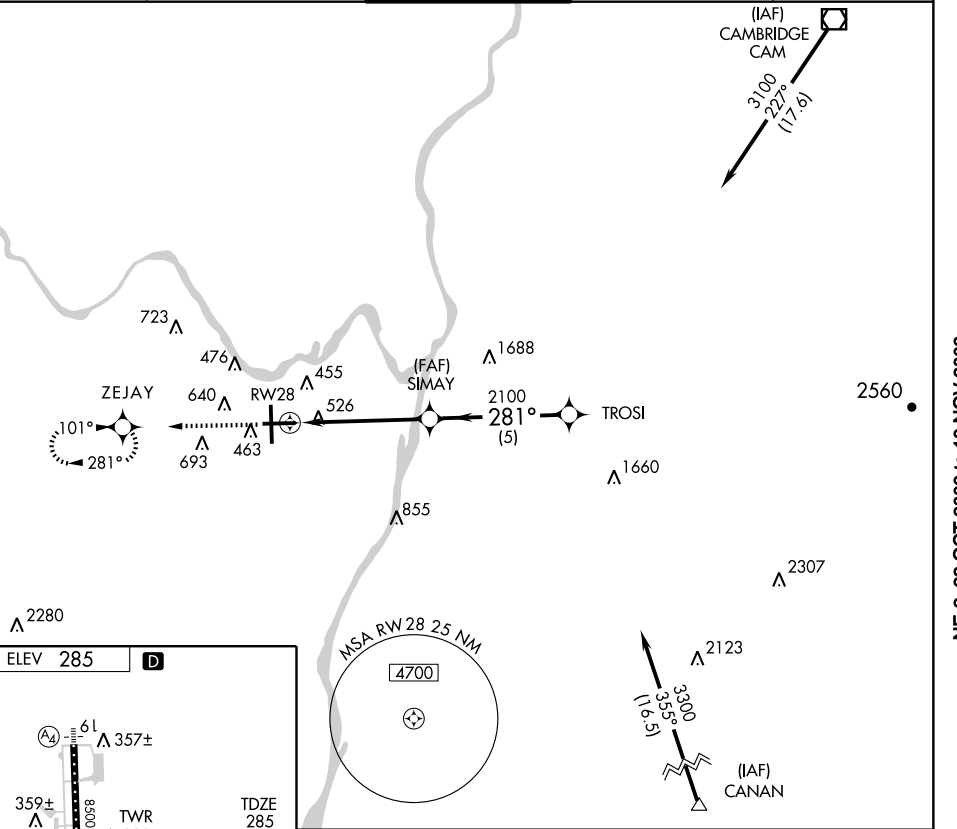
▼

▲ NA

Circling NA West of Rwy 1-19

MISSED APPROACH: Climb to 3100 direct ZEJAY WP and hold.

ATIS 120.45	ALBANY APP CON 132.825 307.2	ALBANY TOWER 119.5 257.8	GND CON 121.7 348.6	CLNC DEL 127.50
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NE-2: 22 OCT 2009 to 19 NOV 2009

LOC/DME I-DEJ	APP CRS	Rwy Idg	8500
109.5	011°	TDZE	285
Chan 32		Apt Elev	285

ILS or LOC RWY 1
ALBANY INTL (ALB)

T Circling NA West of Rwy 1-19.
*RVR 1800 authorized with the use of FD or AP
or HUD to DA.

MALS



MISSED APPROACH: Climb to 800 then climbing right turn to 5000 via CAM VOR/DME R-251 to CAM VOR/DME and hold.

ATIS
120.45

ALBANY APP CON
132.825 307.2


ALBANY TOWER
119.5 257.8

GND CON	
121.7	348.6


CLNC DEL
127.50

DME or RADAR
REQUIRED

LOCALIZER 109.5

DEJ 

Chan 32

ALBANY
115.3 ALB 
Chen 100

FLEIG
I-DEJ 6.4

(IF/IAF)
MUJIK
I-DEJ 12.5
RADAR

(IAF)
CIRRU
ALB 16

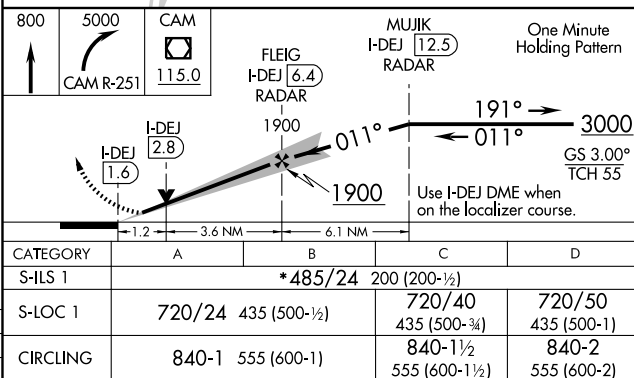
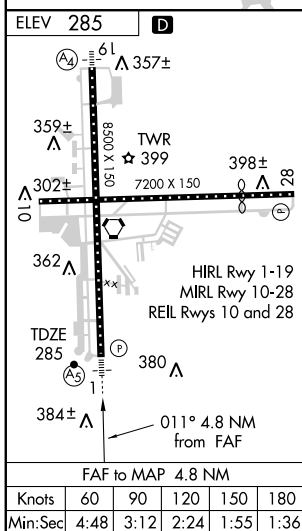
MISSED APCH FIX

CAMBRIDGE
CAM 115.0
Chan 97

MSA ALB 25 NM

3600

A diagram showing a hexagon with an arrow pointing to one of its vertices labeled 270° and another arrow pointing to an adjacent vertex labeled 360° . A box containing the number 4700 is positioned between these two angles.



WAAS
CH 97402
W01A

APP CRS
011°

Rwy Idg
TDZE
Apt Elev

8500
285
285

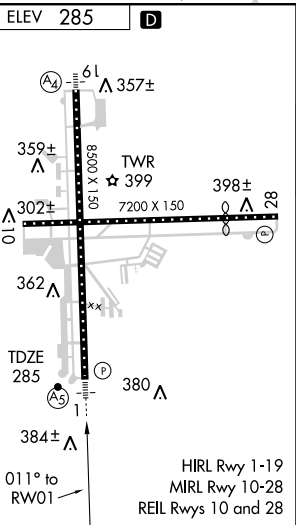
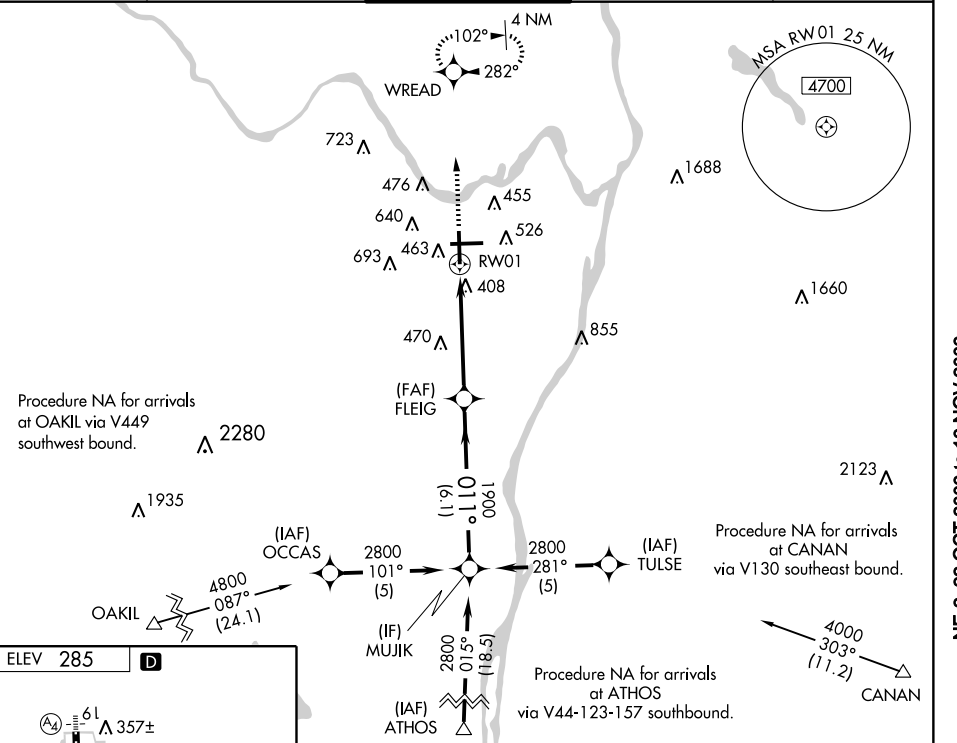
✈

Circling NA west of Rwy 1-19. For inoperative MALSR, increase LPV all Cats visibility to RVR 4000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). DME/DME RNP-0.3 NA.

MALSR
AS

MISSED APPROACH: Climb to 3000 direct WREAD and hold, continue climb-in-hold to 3000.

ATIS 120.45	ALBANY APP CON 132.825 307.2	ALBANY TOWER 119.5 257.8	GND CON 121.7 348.6	CLNC DEL 127.50
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	3000	WREAD	MUJIK	
			FLEIG	
			2800	Procedure Turn NA
			011°	
			1900	
			GS 3.00°	
			TCH 55	
			1.2	3.6 NM
			6.1 NM	
CATEGORY	A	B	C	D
LPV DA	535/24 250 (300-½)			
LNAV/VNAV DA	818/60 533 (600-1¼)			
LNAV MDA	720/24	435 (500-½)	720/40 435 (500-¾)	720/50 435 (500-1)
CIRCLING	840-1¾ 555 (600-1¾)			840-2 555 (600-2)

NE-2, 22 OCT 2009 to 19 NOV 2009

WAAS

CH 56302

W19A

APP CRS

191°

Rwy Idg

8500

TDZE

280

Apt Elev

285

⚠

Circling NA west of Rwy 1-19. Inoperative table does not apply to LNAV/VNAV all Cats, and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALS

MISSED APPROACH: Climb to 3000 direct FLEIG and hold, continue climb-in-hold to 3000.

ATIS	ALBANY APP CON	ALBANY TOWER	GND CON	CLNC DEL
120.45	132.825 307.2	119.5 257.8	121.7 348.6	127.50

NAHUA

3000

191°

HIMKU

1600

GS 3.00° TCH 53

7.6 NM

2.6 NM

1.3 NM

3000

FLEIG

Procedure Turn NA

*1.3 NM to RWY19

*LNAV only.

CATEGORY	A	B	C	D
LPV DA	530/40 250 (300-¾)			
LNAV/VNAV DA	777-1¾ 497 (500-1¾)			
LNAV MDA	760/40 480 (500-¾)	760/60 480 (500-1¼)	760-1½ 480 (500-1½)	
CIRCLING	840-1 555 (600-1)	840-1½ 555 (600-1½)	840-2 555 (600-2)	

ELEV 285

D

191° to RWY19

357±

TDZE 280

359±

3850 X 150

TWR 399

7200 X 150

398±

302±

362

380

384±

HIRL Rwy 1-19

MIRL Rwy 10-28

REIL Rws 10 and 28

NE-2, 22 OCT 2009 to 19 NOV 2009

VOR RWY 28
ALBANY INTL (ALB)

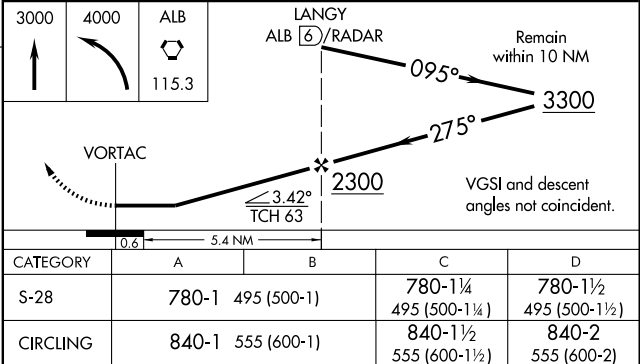
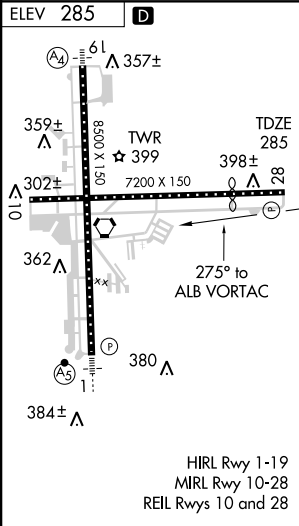
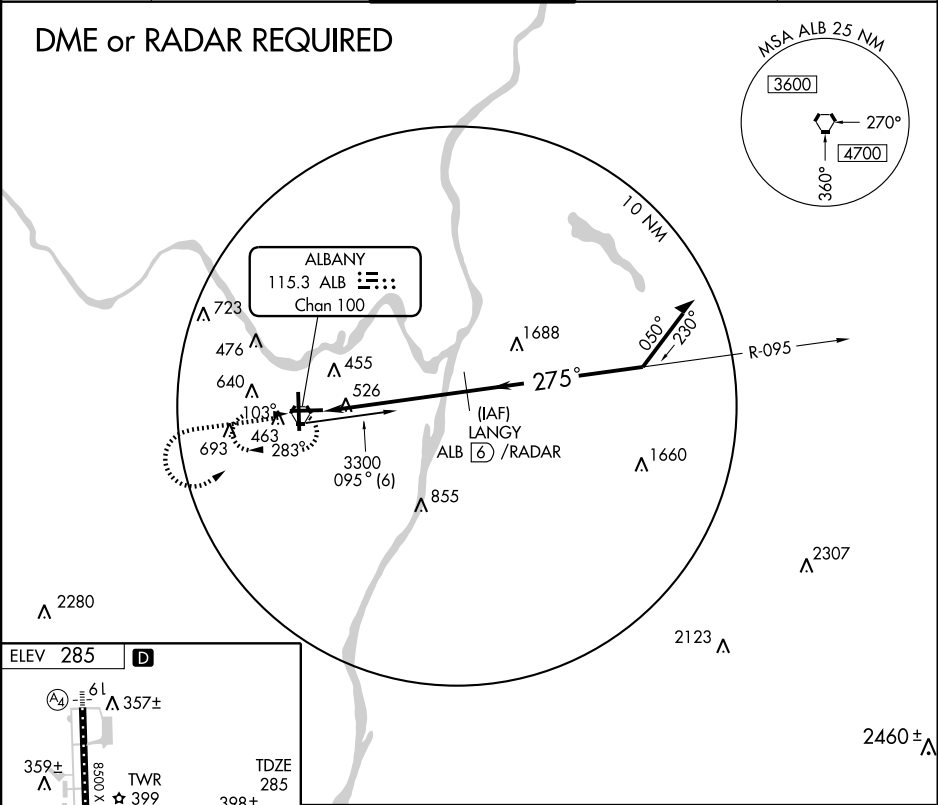
VORTAC ALB	APP CRS	Rwy Idg	5998
115.3	275°	TDZE	285
Chan 100		Apt Elev	285

Circling NA West of Rwy 1-19.

MISSED APPROACH: Climb to 3000, then climbing left turn to 4000 direct ALB VORTAC and hold.

ATIS 120.45	ALBANY APP CON 132.825 307.2	ALBANY TOWER 119.5 257.8	GND CON 121.7 348.6	CLNC DEL 127.50
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DME or RADAR REQUIRED



AIRPORT DIAGRAM

AL-6495 (FAA)

ALBION/PINE HILL (9G6)
ALBION, NEW YORK

CTAF/UNICOM
123.0



JANUARY 2005
ANNUAL RATE OF CHANGE
0.0°E

43°10.5'N

HANGAR

10
ELEV
653
0.6% UP →
101.8° →

2659 X 36

← 281.9°

28

FIELD
ELEV
669

RWY 10-28
S12

43°10.0'N

078°16.5'W

078°16.0'W

NE-2, 22 OCT 2009 to 19 NOV 2009

▽

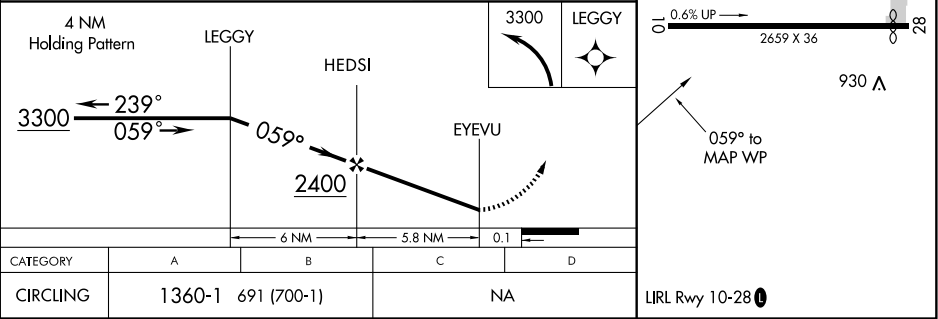
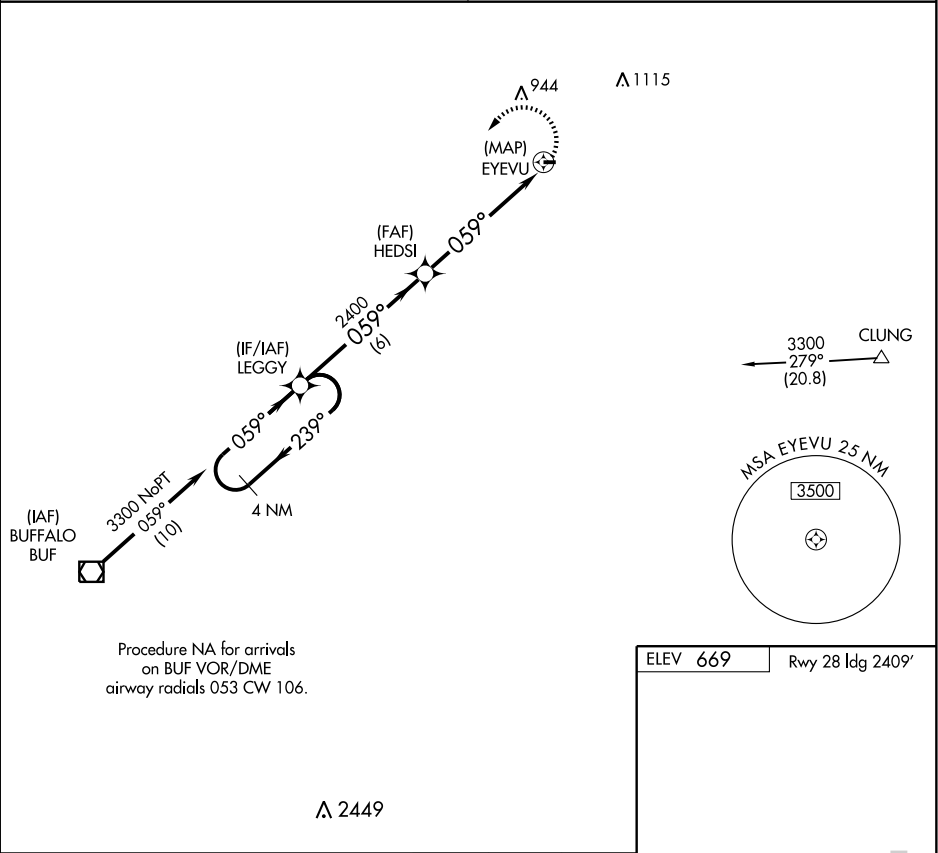
NA

DME/DME RNP-0.3 NA. Use Buffalo Niagara Intl altimeter setting, if not received use Niagara Falls Intl altimeter setting. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 3300 direct LEGGY and hold.

BUFFALO APP CON
126.15 263.125

UNICOM
123.0 (CTAF) 0



NE-2: 22 OCT 2009 to 19 NOV 2009

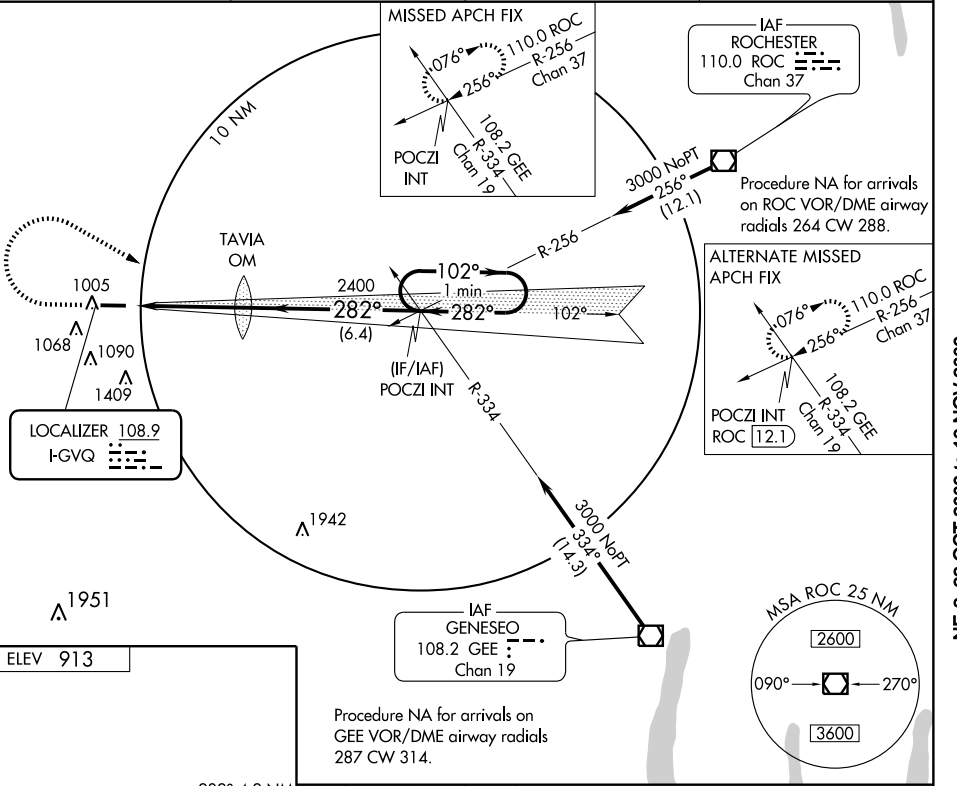
⚠ When local altimeter setting not received, use Rochester altimeter setting and increase all DA 102 feet and all MDA 120 feet; increase S-LOC 28 Cats C/D and Circling Cat D visibility ¼ mile.

⚠ NA

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via heading 130° and I-GVQ east course to POCZI INT and hold.

AWOS-3 127.525	ROCHESTER APP CON 123.7 322.3	CLNC DEL 121.8	UNICOM 122.7 (CTAF) 1
-------------------	----------------------------------	-------------------	---------------------------------



282° 4.2 NM from FAF

5500 X 100

TDZE 911

990

1500	3000	I-GVQ E CRS	POCZI INT	TAVIA OM	POCZI INT	One Minute Holding Pattern
↑	↗ 130° HDG					
		2307	2400	282°	102°	3000
		4.2 NM	6.4 NM			GS 3.00° TCH 56

CATEGORY	A	B	C	D
S-ILS 28	1111-½ 200 (200-½)			
S-LOC 28	1260-½ 349 (400-½)			1260-¾ 349 (400-¾)
CIRCLING	1380-1 467 (500-1)		1380-1½ 467 (500-1½)	1480-2 567 (600-2)

REIL Rwy 10 and 28 **1**

HIRL Rwy 10-28 **1**

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NE-2, 22 OCT 2009 to 19 NOV 2009

WAAS CH 86311 W28A	APP CRS 282°	Rwy Idg TDZE Apt Elev	5500 911 913
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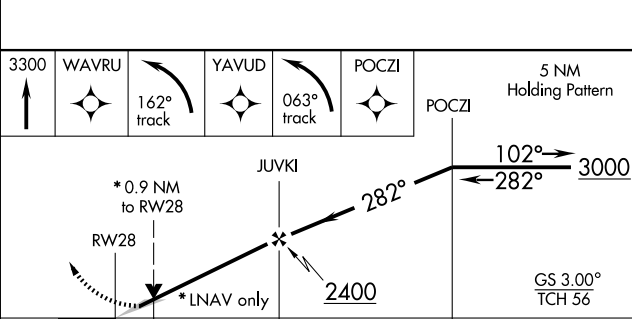
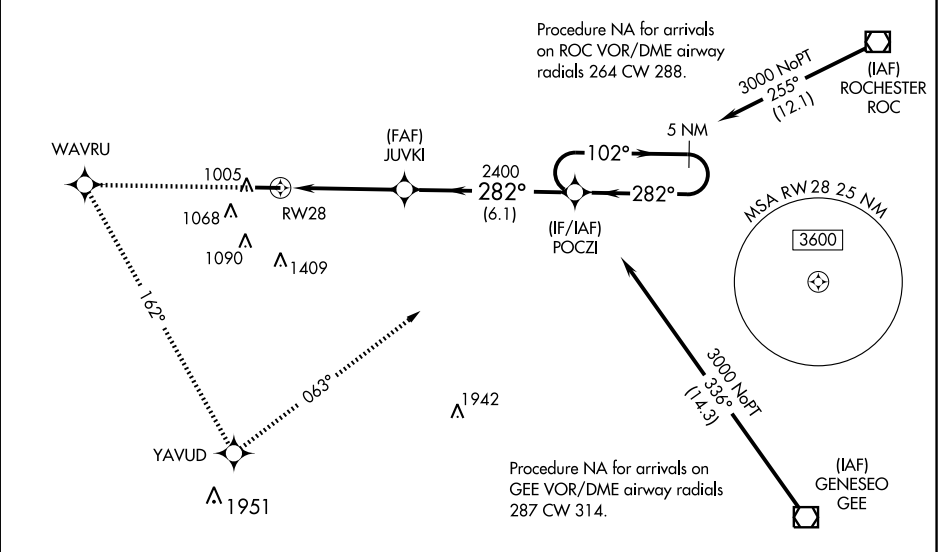
RNAV (GPS) RWY 28
BATAVIA/GENESEE COUNTY (GVQ)

⚠ NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rochester altimeter setting and increase all DA 102 feet and all MDA 120 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Rochester altimeter setting. For inoperative MALSR increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR, when using Rochester altimeter setting increase LPV visibility all Cats to 1¼ mile.

MALSR

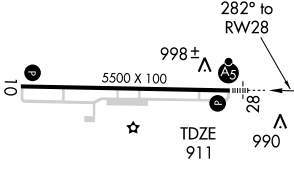

MISSED APPROACH: Climb to 3300 direct WAVRU and left turn via 162° track to YAVUD and left turn via 063° track to POCZI and hold.

AWOS-3 127.525	ROCHESTER APP CON 123.7 322.3	CLNC DEL 121.8	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1161-½ 250 (300-½)			
LNAV/VNAV DA	1364-1 453 (500-1)			
LNAV MDA	1260-½ 349 (400-½)			1260-1 349 (400-1)
CIRCLING	1380-1 467 (500-1)		1380-1½ 467 (500-1½)	1480-2 567 (600-2)

ELEV 913



REIL Rwy 10 and 28 0
HIRL Rwy 10-28 0

VOR/DME GEE 108.2 Chan 19	APP CRS 311°	Rwy Idg TDZE Apt Elev N/A N/A 913
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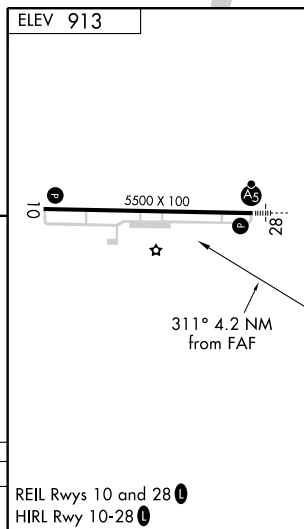
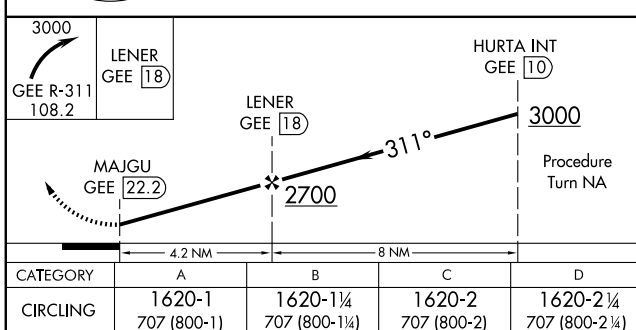
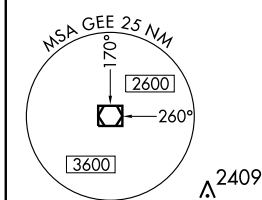
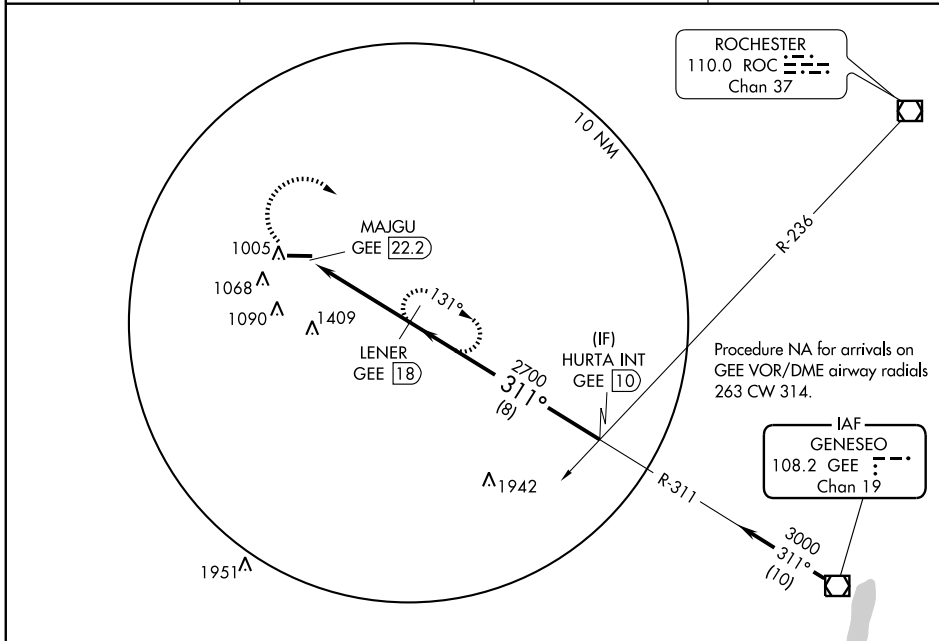
VOR/DME-A

BATAVIA/GENESEE COUNTY (GVQ)

▼ When local altimeter setting not received, use Rochester altimeter setting and increase all MDA 120 feet; increase Cat C and D visibility ½ mile.

MISSED APPROACH: Climbing right turn to 3000 via GEE VOR/DME R-311 to LENER/18 DME and hold, continue to climb-in-hold to 3000.

AWOS-3 127.525	ROCHESTER APP CON 123.7 322.3	CLNC DEL 121.8	UNICOM 122.7 (CTAF) 0
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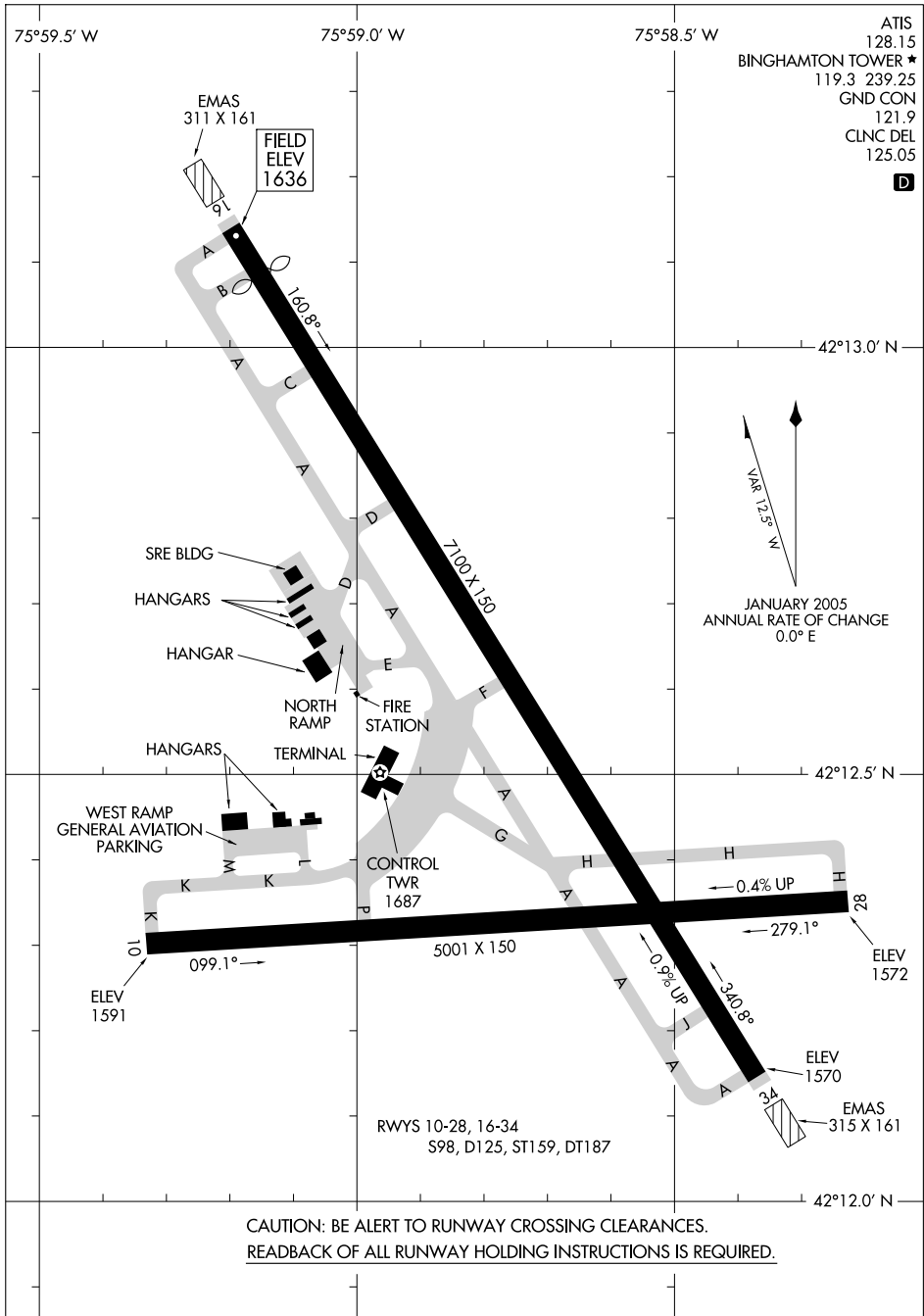


CATEGORY	A	B	C	D
CIRCLING	1620-1 707 (800-1)	1620-1¼ 707 (800-1¼)	1620-2 707 (800-2)	1620-2¼ 707 (800-2¼)

REIL Rwy 10 and 28 **0**
HIRL Rwy 10-28 **0**

AIRPORT DIAGRAM

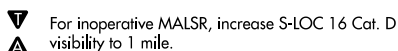
BINGHAMTON/ GREATER BINGHAMTON/ EDWIN A. LINK FIELD (BGM)
AL-20 (FAA) BINGHAMTON, NEW YORK



BINGHAMTON/

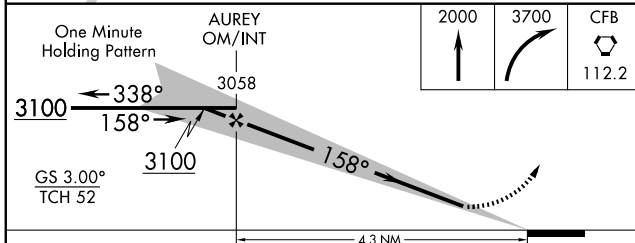
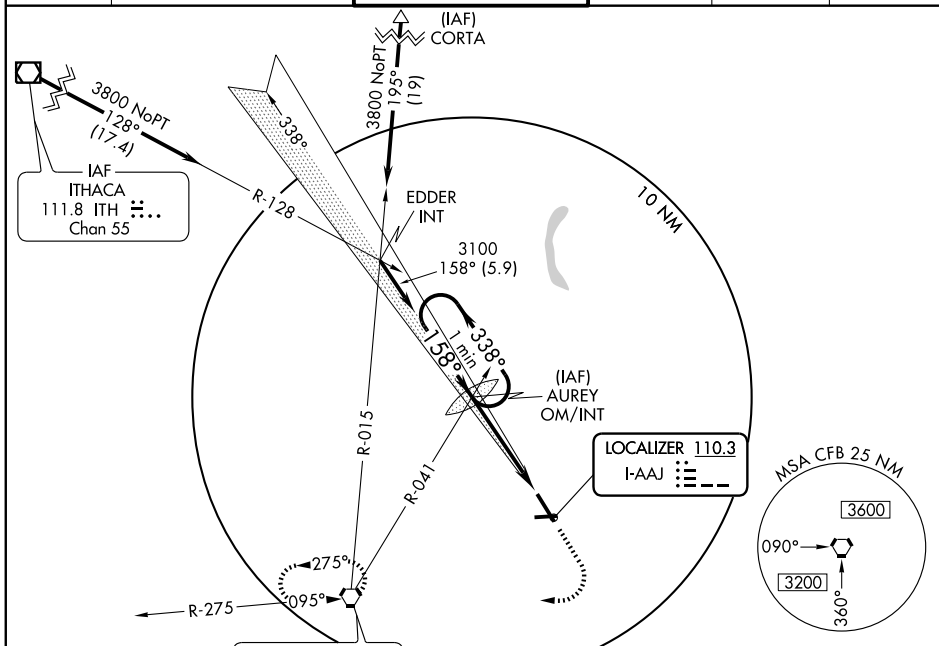
GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

ILS RWY 16

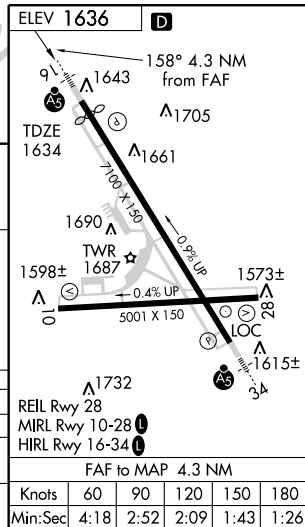


MISSED APPROACH: Climb to 2000, then climbing right turn to 3700 direct CFB VORTAC and hold.

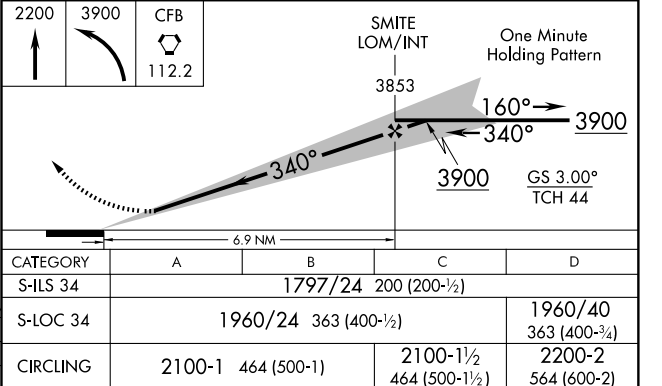
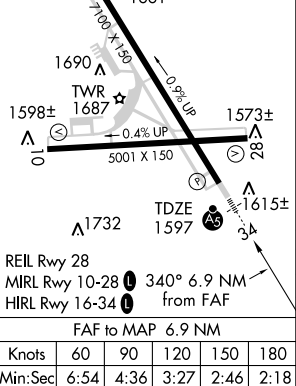
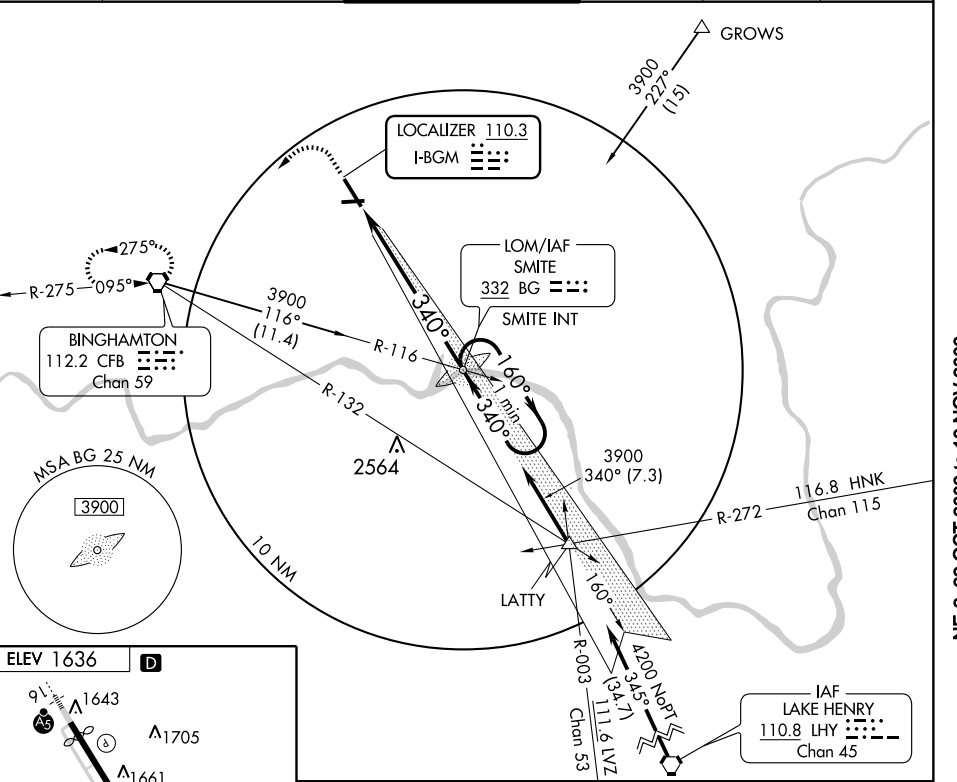
ATIS	BINGHAMTON APP CON ★	BINGHAMTON TOWER ★	GND CON	CLNC DEL	UNICOM
128.15	118.6 257.625	119.3 (CTAF) 0 239.25	121.9	125.05	122.95



CATEGORY	A	B	C	D
S-ILS 16		1884- $\frac{1}{2}$	250 (300- $\frac{1}{2}$)	
S-LOC 16		1920- $\frac{1}{2}$	286 (300- $\frac{1}{2}$)	1920- $\frac{3}{4}$ 286 (300- $\frac{3}{4}$)
CIRCLING	2100-1	464 (500-1)	2100- $\frac{1}{2}$ 464 (500- $\frac{1}{2}$)	2200-2 564 (600-2)



<div><div>▼</div><div>▲</div></div>		<div>MALSRL</div> <div><div>AS</div><div><div><div><div></div><div></div><div></div></div></div></div></div>	<div>MISSED APPROACH: Climb to 2200, then climbing left turn to 3900 direct CFB VORTAC and hold.</div>		
<div>ATIS</div> <div>128.15</div>	<div>BINGHAMTON APP CON ★</div> <div>118.6 257.625</div>	<div>BINGHAMTON TOWER ★</div> <div>119.3 (CTAF) 239.25</div>	<div>GND CON</div> <div>121.9</div>	<div>CLNC DEL</div> <div>125.05</div>	<div>UNICOM</div> <div>122.95</div>



NE-2, 22 OCT 2009 to 19 NOV 2009

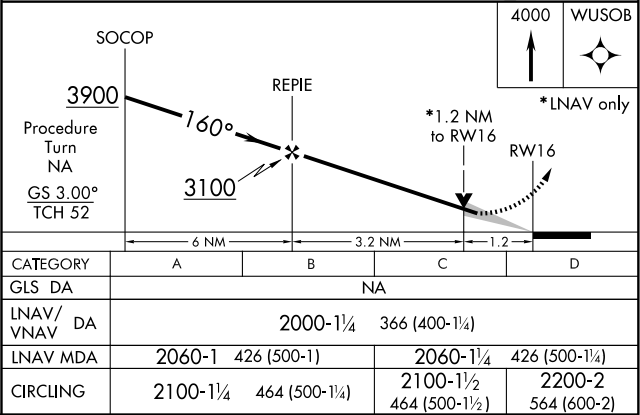
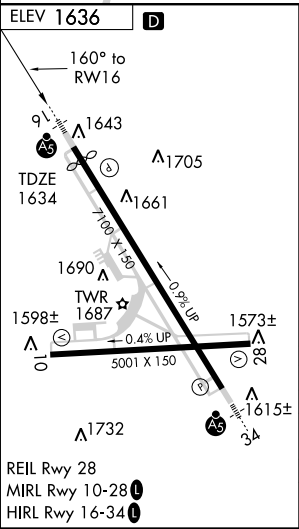
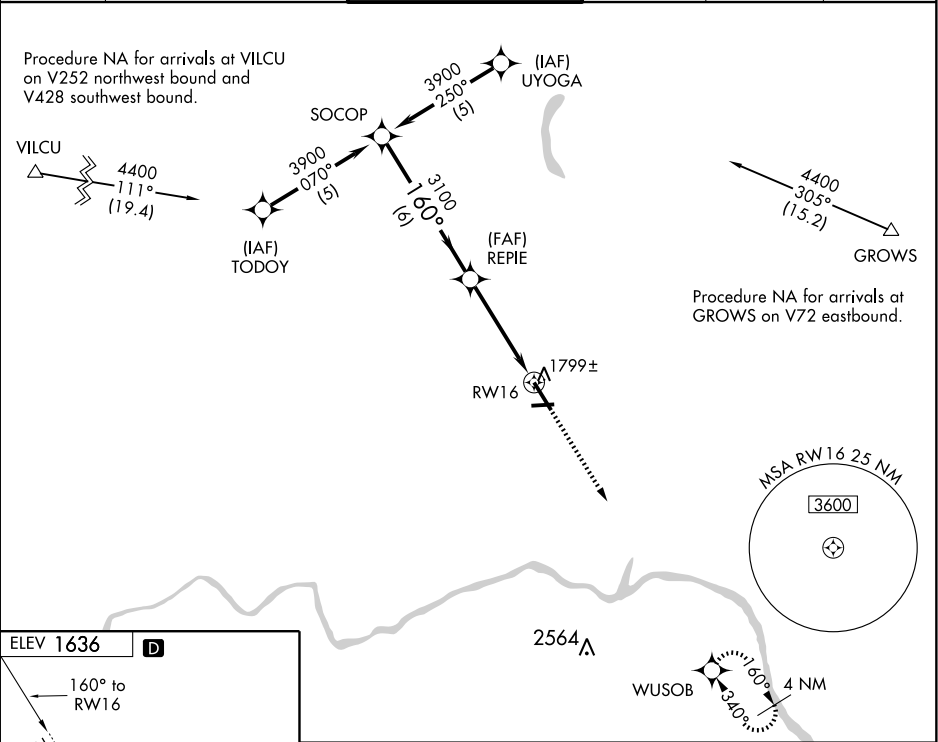
APP CRS	Rwy Idg	6700
160°	TDZE	1634
	Apt Elev	1636

BINGHAMTON/GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

RNAV (GPS) RWY 16

<p>GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -18° C (0° F). When VGSI inop, circling Rwy 34 NA at night. Inoperative table does not apply.</p>	<p>MALSR A5</p>	<p>MISSED APPROACH: Climb to 4000 direct WUSOB WP and hold.</p>
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ATIS 128.15	BINGHAMTON APP CON ★ 118.6 257.625	BINGHAMTON TOWER ★ 119.3 (CTAF) 239.25	GND CON 121.9	CLNC DEL 125.05	UNICOM 122.95
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APP CRS	Rwy Idg	5001
279°	TDZE	1587
	Apt Elev	1636

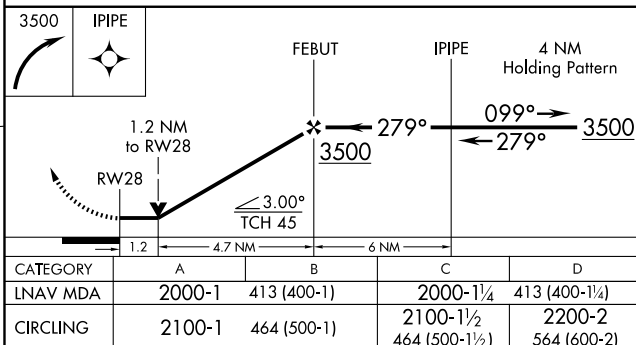
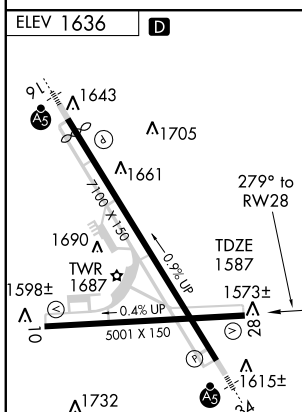
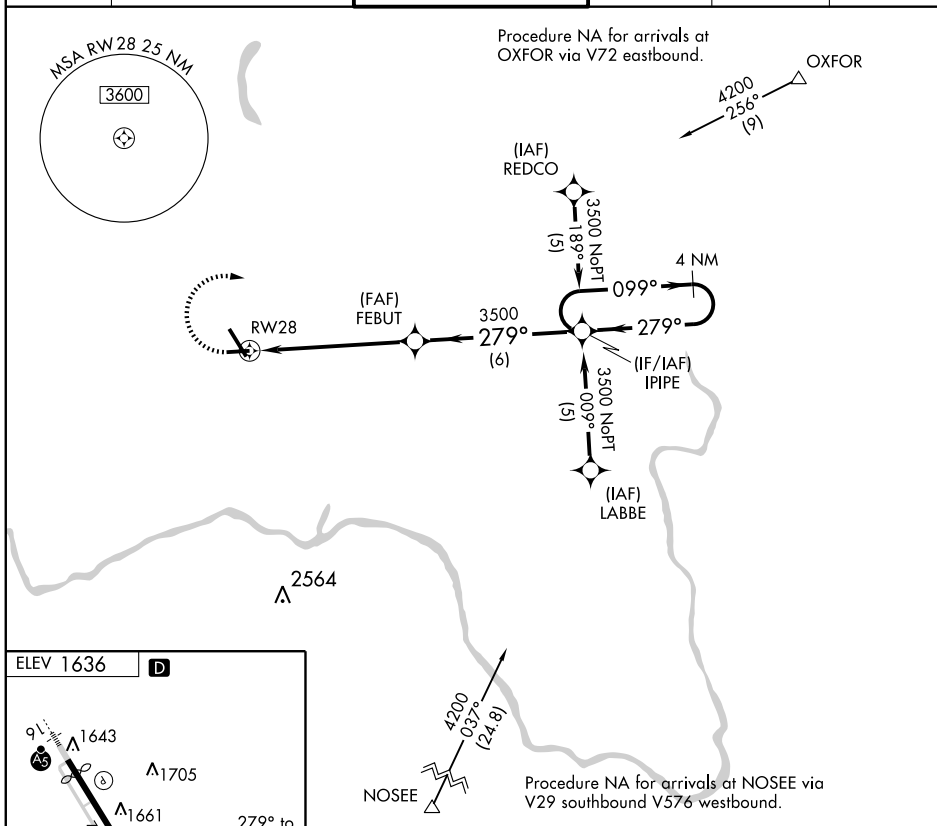
RNAV (GPS) RWY 28

BINGHAMTON/GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

T GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
A NA When VGSI inop, circling Rwy 34 NA at night.

MISSED APPROACH: Climbing right turn to 3500 direct IPIPE WP and hold.

ATIS 128.15	BINGHAMTON APP CON ★ 118.6 257.625	BINGHAMTON TOWER ★ 119.3 (CTAF) 0 239.25	GND CON 121.9	CLNC DEL 125.05	UNICOM 122.95
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REIL Rwy 28
MIRL Rwy 10-28 **L**
HIRL Rwy 16-34 **L**

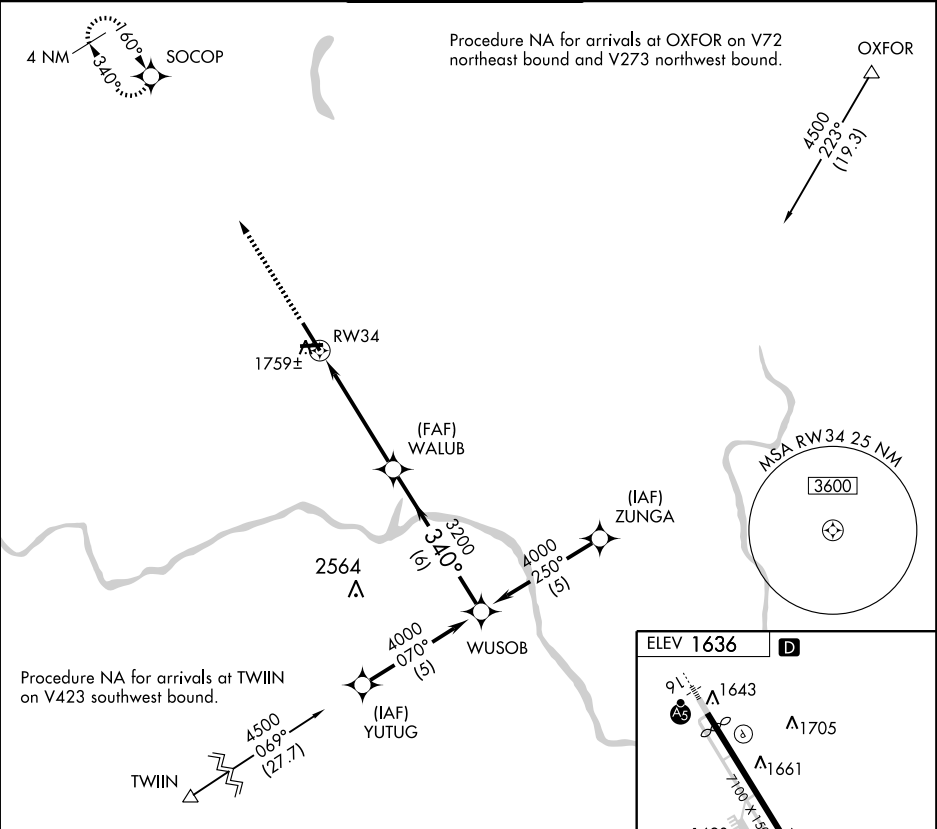
APP CRS	Rwy Idg	7100
340°	TDZE	1597
	Apt Elev	1636

RNAV (GPS) RWY 34

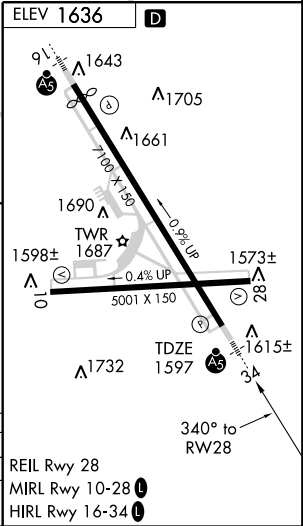
BINGHAMTON/GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

<p>▼ GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. When VGSI inop, straight-in/circling Rwy 34 procedure NA at night. Inoperative table does not apply to Cat. A/B. For inoperative MALSR, increase LNAV MDA Cat. C/D visibility to RVR 6000.</p>	<p>MALSR</p> <p>AS</p>	<p>MISSED APPROACH: Climb to 3900 direct SOCOP WP and hold.</p>
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ATIS	BINGHAMTON APP CON ★	BINGHAMTON TOWER ★	GND CON	CLNC DEL	UNICOM
128.15	118.6 257.625	119.3 (CTAF) 239.25	121.9	125.05	122.95



3900 SOCOP	WUSOB			
	4000			
	Procedure Turn NA			
	RW34			
	3200			
	2.98° TCH 50			
	5 NM 6 NM			
CATEGORY	A	B	C	D
LNAV MDA	2020/50		423 (400-1)	
CIRCLING	2100-1	464 (500-1)	2100-1½ 464 (500-1½)	2200-2 564 (600-2)



▼

NA

Procedure NA for arrival on HNK VOR/DME
airway radials 313 CW 344.
Procedure NA for arrivals via V72 Eastbound.

MISSED APPROACH: Climb to 3500
direct CFB VORTAC and hold.

ATIS 128.15	BINGHAMTON APP CON ★ 118.6 257.625	BINGHAMTON TOWER ★ 119.3 (CTAF) 239.25	GND CON 121.9	CLNC DEL 125.05	UNICOM 122.95
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The main enroute chart displays the Binghamton VOR/DME station (112.2 CFB, Chan 59) at the center. A large 10 NM circle is centered on the station. Key features include:

- IAF ROCKDALE** (112.6 RKA, Chan 73) with a 4 NM holding pattern, 3700 NoPT, and 253° (24.3) heading.
- IAF HANCOCK** (116.8 HNK, Chan 115) with a 4 NM holding pattern, 3700 NoPT, and 316° (21.9) heading.
- OCOLE CFB** (13.9) and **DUTAC CFB** (8.4) are marked along the 260° radial.
- UTUYU CFB** (19.9) is marked along the 080° radial.
- MSA CFB 25 NM** is shown with a 3600 MSL and 3200 MSL.
- Navigation Aids:** R-080, R-257, and R-257° are indicated.
- Altitudes:** 3500, 3700, and 4100 are noted.

ELEV 1636

D

This inset chart provides a detailed view of the approach and terrain. It shows the 260° 5.9 NM from FAF, the TDZE of 1587, and the 5001 x 150 runway. Key altitudes include 1643, 1705, 1661, 1690, 1598±, 1573±, 1615±, and 1732. The chart also indicates a 0.4% UP slope and a 0.9% UP slope.

3500

CFB

112.2

This detailed chart shows the holding pattern and approach for the 28th runway. It includes the 3500 MSL, the 4 NM holding pattern, and the 3700 MSL. The approach is shown with a 260° heading and a 3500 MSL. The chart also includes the 080° heading and the 3700 MSL. The chart is divided into four categories: A, B, C, and D.

CATEGORY	A	B	C	D
S-28	2000-1	413 (400-1)	2000-1¼	413 (400-1¼)
CIRCLING	2100-1	464 (500-1)	2100-1½	2200-2
			464 (500-1½)	564 (600-2)


NE-2, 22 OCT 2009 to 19 NOV 2009

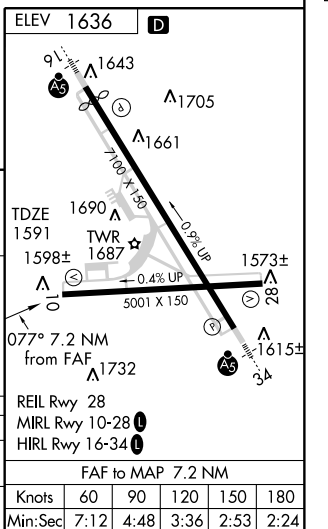
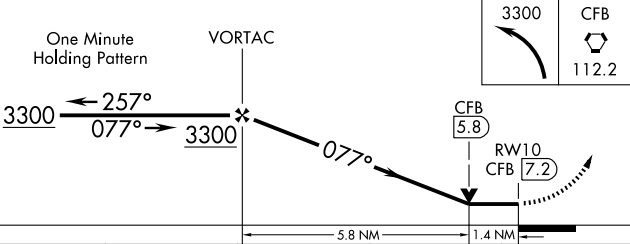
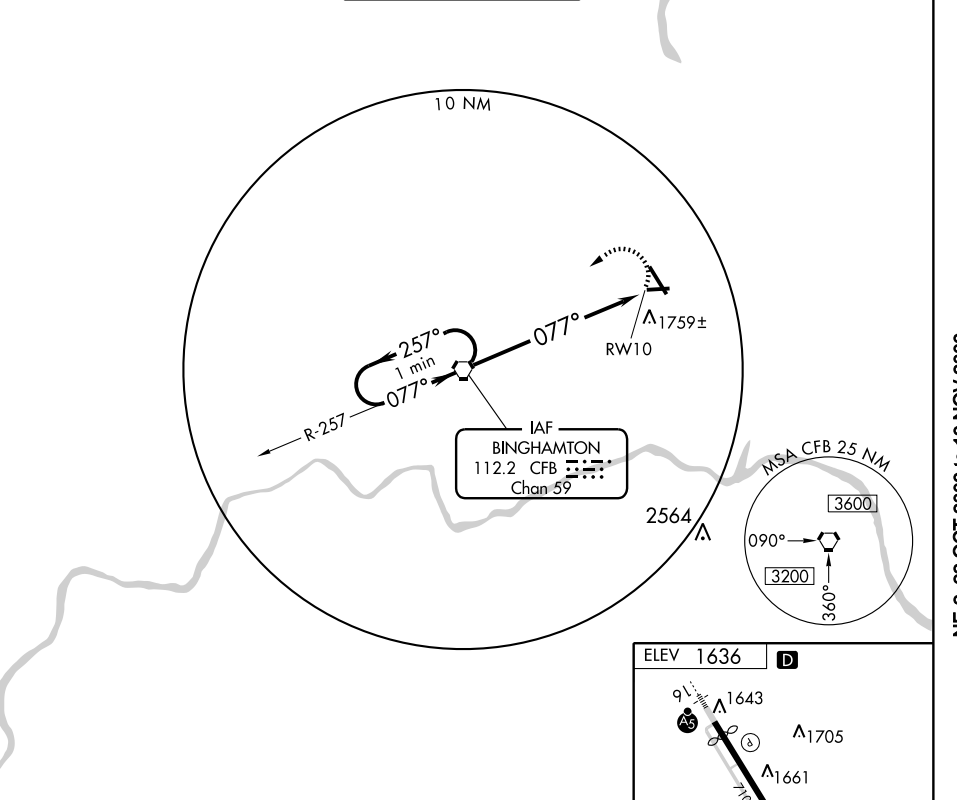
VORTAC CFB	APP CRS	Rwy Idg	5001
112.2	077°	TDZE	1591
Chan 59		Apt Elev	1636

BINGHAMTON/



MISSED APPROACH: Climbing left turn to 3300 direct CFB VORTAC and hold.

ATIS	BINGHAMTON APP CON ★	BINGHAMTON TOWER ★	GND CON	CLNC DEL	UNICOM
128.15	118.6 257.625	119.3 (CTAF)  239.25	121.9	125.05	122.95



CATEGORY	A	B	C	D
S-10	2080-1 489 (500-1)	2080-1¼ 489 (500-1¼)	2080-1½ 489 (500-1½)	2080-1¾ 489 (500-1¾)
CIRCLING	2100-1 464 (500-1)	2100-1½ 464 (500-1½)	2200-2 564 (600-2)	2200-2 564 (600-2)

FAF to MAP 7.2 NM	Knots	60	90	120	150	180
Min:Sec	7:12	4:48	3:36	2:53	2:24	

APP CRS	Rwy Idg	2668
239°	TDZE	670
	Apt Elev	670

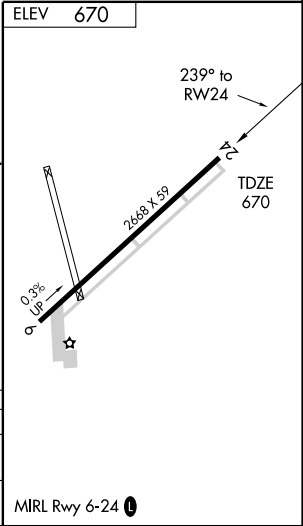
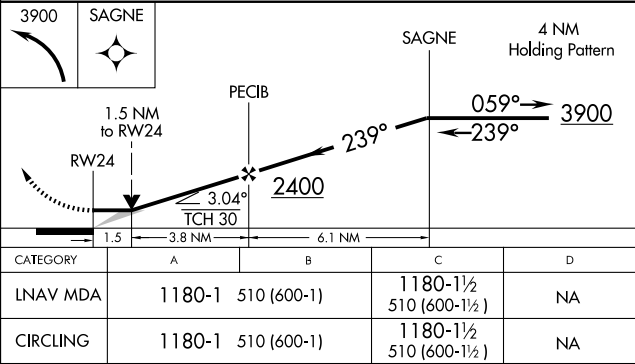
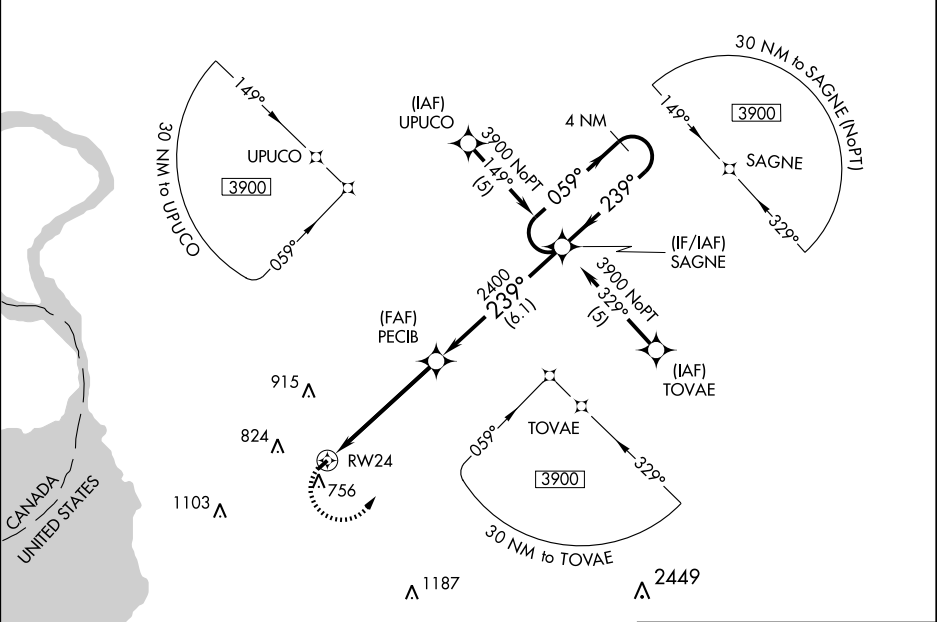
RNAV (GPS) RWY 24

BUFFALO AIRFIELD (9G0)

Use Buffalo Niagara Intl altimeter setting, when not received, use Niagara Falls altimeter setting and increase all MDA 60 feet. Procedure NA at night after 0200 local except by prior arrangement for Rwy lights. DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing left turn to 3900 direct SAGNE and hold, continue climb-in hold to 3900.

BUFFALO APP CON	UNICOM
126.15 263.125	122.975 (CTAF) 1



AIRPORT DIAGRAM

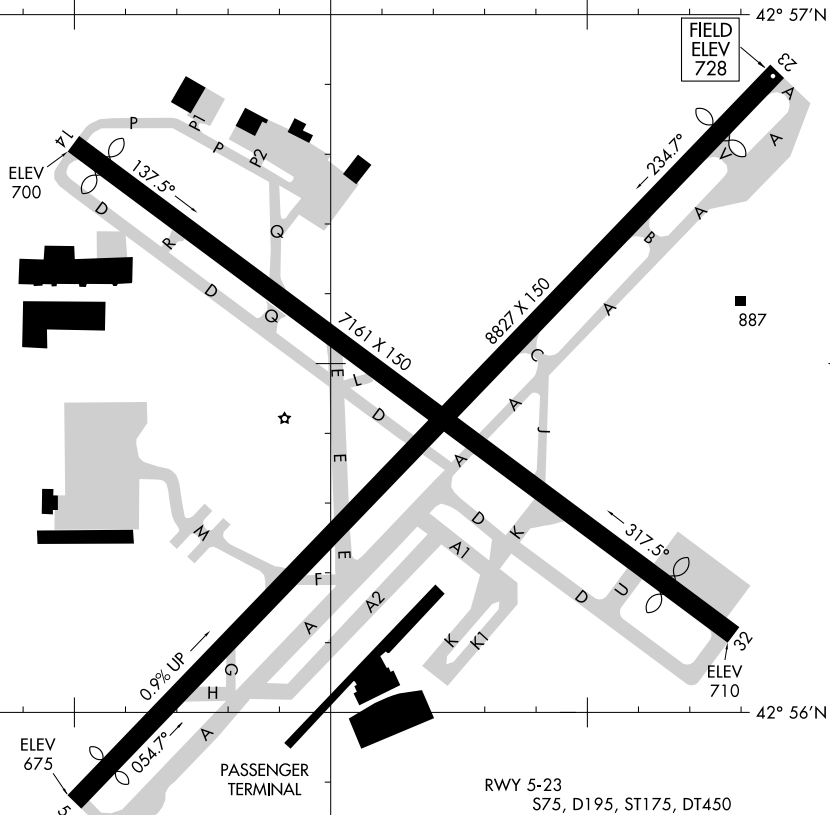
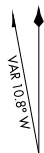
AL-65 (FAA)

BUFFALO NIAGARA INTL (BUF)
BUFFALO, NEW YORK

ATIS
 135.35
 BUFFALO TOWER
 120.5 257.8
 GND CON
 133.2 257.8
 CLNC DEL
 124.7 257.8

D

JANUARY 2005
 ANNUAL RATE OF CHANGE
 0.0° E



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

78° 44'W

78° 43'W

NE-2, 22 OCT 2009 to 19 NOV 2009

ATIS 135.35
CLNC DEL
124.7
GND CON
133.2 257.8
BUFFALO TOWER
120.5 257.8

LONDON
117.2 YXU
Chan 119
N43°02.29'
W81°08.91'
L-30-31, H-10-11

BUFFALO
116.4 BUF
Chan 111
N42°55.74'
W78°38.78'
L-31, H-10-11

TAKEOFF MINIMUMS:
All Rwy's, STANDARD.

ROCHESTER
110.0 ROC
Chan 37
N43°07.08'
W77°40.37'
L-31-32, H-10-11-12

SYRACUSE
117.0 SYR
Chan 117
N43°09.63'
W76°12.27'
L-32, H-11-12

GENESEO
108.2 GEE
Chan 19
N42°50.06'
W77°43.97'
L-31-32, H-10-11-12

AYLIMER
114.2 YQO
Chan 89
N42°42.40'
W80°53.27'
L-30, H-10-11

DUNKIRK
116.2 DKK
Chan 109
N42°29.43'
W79°16.45'
L-30, H-10

WELLSVILLE
111.4 ELZ
Chan 51
N42°05.38'
W77°59.97'
L-30-32, H-10-12

JAMESTOWN
114.7 JHW
Chan 94
N42°11.32'
W79°07.28'
L-30, H-10

STONYFORK
108.6 SFK
Chan 23
N41°41.72'
W77°25.19'
L-30, H-10-12

DRYER
113.6 DJB
Chan 83
N41°21.48'
W82°09.72'
L-30, H-10

BRADFORD
116.6 BFD
Chan 113
N41°47.18'
W78°37.16'
L-30

SLATE RUN
113.9 SLT
Chan 86
N41°30.77'
W77°58.21'
L-30, H-10-12

NOTE: RADAR Required.

NOTE: Chart not to scale.

(Continued on next page)



DEPARTURE ROUTE DESCRIPTION

TURBOJET AIRCRAFT:

TAKE-OFF RUNWAY 5: Climb via heading 053° until leaving 3000, thence. . .

TAKE-OFF RUNWAY 14: Climb via heading 136° until leaving 3000, thence. . .

TAKE-OFF RUNWAY 23: Climb via heading 233° until leaving 3000, thence. . .

TAKE-OFF RUNWAY 32: Climb via heading 316° until leaving 2000, thence. . .

NON-TURBOJET AIRCRAFT ONLY: Climb on assigned heading, thence. . .

. . . Expect vectors to filed route or depicted fix. Maintain 10,000' or assigned lower altitude.
Expect further clearance to requested altitude/flight level ten minutes after departure.

TAKE-OFF OBSTACLE NOTES



Rwy 5: Tree 648' from DER, 662' left of centerline, 65' AGL/751' MSL.
Trees beginning 697' from DER, 385' right of centerline, up to
100' AGL/787' MSL.

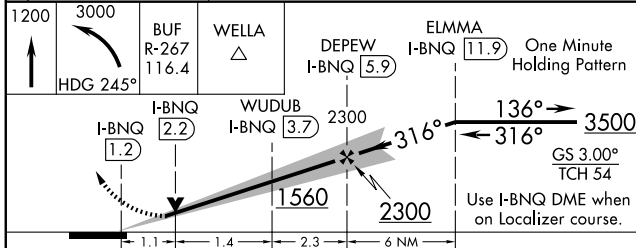
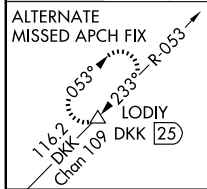
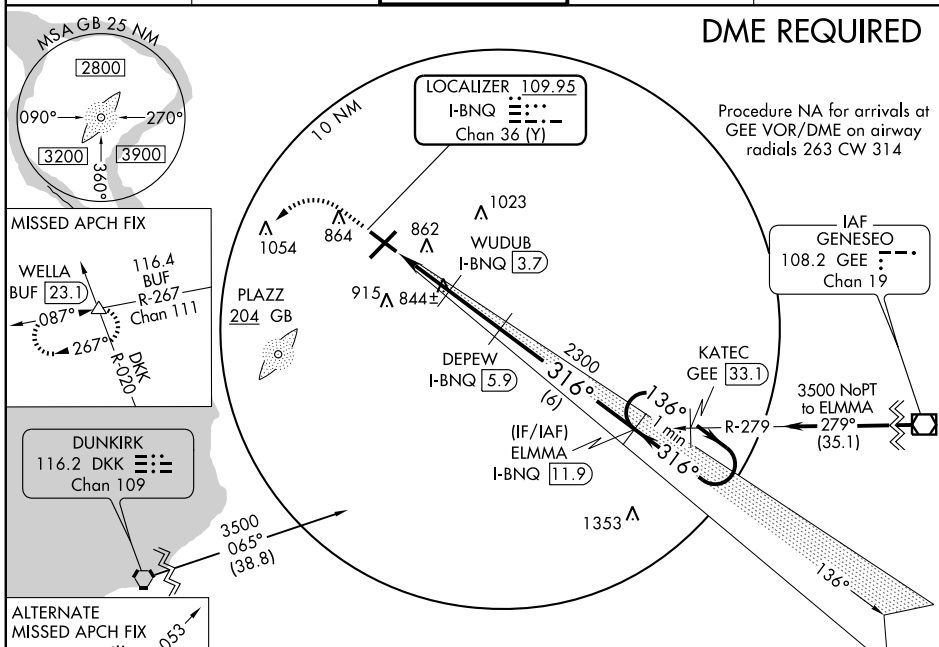
Rwy 23: Trees, Poles, Bldg, and Pump beginning 6' from DER, 290'
left of centerline, up to 40' AGL/721' MSL.
Tree 3317' from DER, 916' right of centerline, 68' AGL/759' MSL.

Rwy 32: Multiple Trees and a Bush beginning 141' from DER, 66' left
of centerline, up to 67' AGL/756' MSL.
Multiple Trees beginning 43' from DER, 90' right of centerline,
up to 66' AGL/752' MSL.

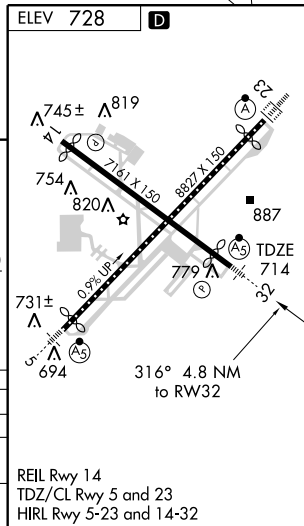
LOC/DME I-BNQ <u>109.95</u> Chan 36 (Y)	APP CRS 316°	Rwy Idg 6121 TDZE 714 Apt Elev 728
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ILS or LOC/DME RWY 32
BUFFALO NIAGARA INTL (BUF)

		MALSR 		MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 via heading 245° and BUF R-267 to WELLA Int/BUF 23.1 DME and hold.	
ATIS 135.35	BUFFALO APP CON 126.15 263.125	BUFFALO TOWER 120.5 257.8		GND CON 133.2 257.8	CLNC DEL 124.7 257.8



CATEGORY	A	B	C	D
S-ILS 32	938- $\frac{1}{2}$ 224 (300- $\frac{1}{2}$)			
S-LOC 32	1100- $\frac{1}{2}$ 386 (400- $\frac{1}{2}$)			1100- $\frac{3}{4}$ 386 (400- $\frac{3}{4}$)
CIRCLING	1200-1	472 (500-1)	1200-1 $\frac{1}{2}$ 472 (500-1 $\frac{1}{2}$)	1280-2 552 (600-2)



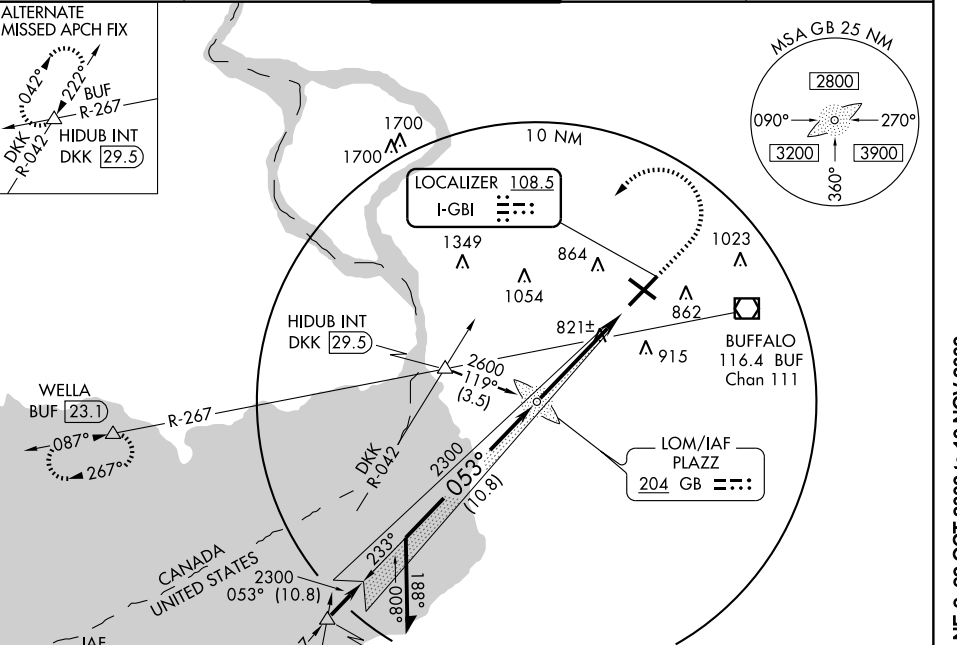
LOC I-GBI	APP CRS	Rwy Idg	7757
108.5	053°	TDZE	706
		Apt Elev	728

MALSRR

MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 via heading 245° and BUF R-267 to WELLA Int/BUF 23.1 DME and hold.

ATIS 135.35	BUFFALO APP CON 126.15 263.125	BUFFALO TOWER 120.5 257.8	GND CON 133.2 257.8	CLNC DEL 124.7 257.8
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ALTERNATE MISSED APCH FIX



ELEV 728

Remain within 10 NM

Procedure NA for arrival at DKK VORTAC on airway radials 003 CW 080.

CATEGORY	A	B	C	D
S- ILS 5		906/18 200 (200-½)		
S- LOC 5		1080/24 374 (400-½)	1080/40 374 (400-¾)	
CIRCLING	1200-1 472 (500-1)	1200-1½ 472 (500-1½)	1280-2 552 (600-2)	

REIL Rwy 14
053° 4.9 NM TDZ/CL Rwy 5 and 23 from FAF HIRL Rwy 5-23 and 14-32

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

AL-65 (FAA)

ILS or LOC RWY 23
BUFFALO NIAGARA INTL (BUF)

ALSF-2

MISSED APPROACH: Climb to 2300 then climbing right turn to 3000 via heading 300° and BUF R-267 to WELLA Int/BUF 23.1 DME and hold.

ATIS
135.35

BUFFALO APP CON
126.15 263.125


BUFFALO TOWER
120.5 257.8

GND CON
133.2 257.8

CLNC DEL
124.7 257.8

MISSED APCH FIX

WELLA 116.4
BUF 23.1
R-267
Chan 111
087°
267°

LOCALIZER 111.3
I-BUF 

00

— LOM/IAF
KLUMP
231 BU ::


(IAF)
CORVU INT
GEE 26.5

3000 NoPT
301°
(12.4)

301° (26.5)

GENESEO
108.2 GEE :--
Chap 19

ALTERNATE
MISSED APCH FIX

DKK
R-053 → 
LODIY
DKK (25)

2449

DUNKIRK
116.2 DKK 
Chan 109

2300	3000	Hdg 300° BUF R-267 116.4
------	------	--------------------------------

WELLA
△
BUF 23.

LON

Remain
within 10 NM

2300

GS 3.00^a
TCH 51

CATEGORY	A	B	C	D
S-ILS 23	928/18 200 (200-½)			
S-LOC 23	1060/24 332 (400-½)			1060/40 332 (400-¾)
CIRCLING	1200-1	472 (500-1)	1200-1 ½ 472 (500-1 ½)	1280-2 552 (600-2)

ELEV 728

233° 4.4 NM from FAF

745± 819

754 820

731± 694

779 887

7.61 X 1.50

9.87 X 1.50

0.9% UP

TDZE 728

REIL Rwy 14

TDZ/CL Rwy 5 and 23

HRL Rwy 5-23 and 14-32

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	6121
136°	TDZE	711
	Apt Elev	728

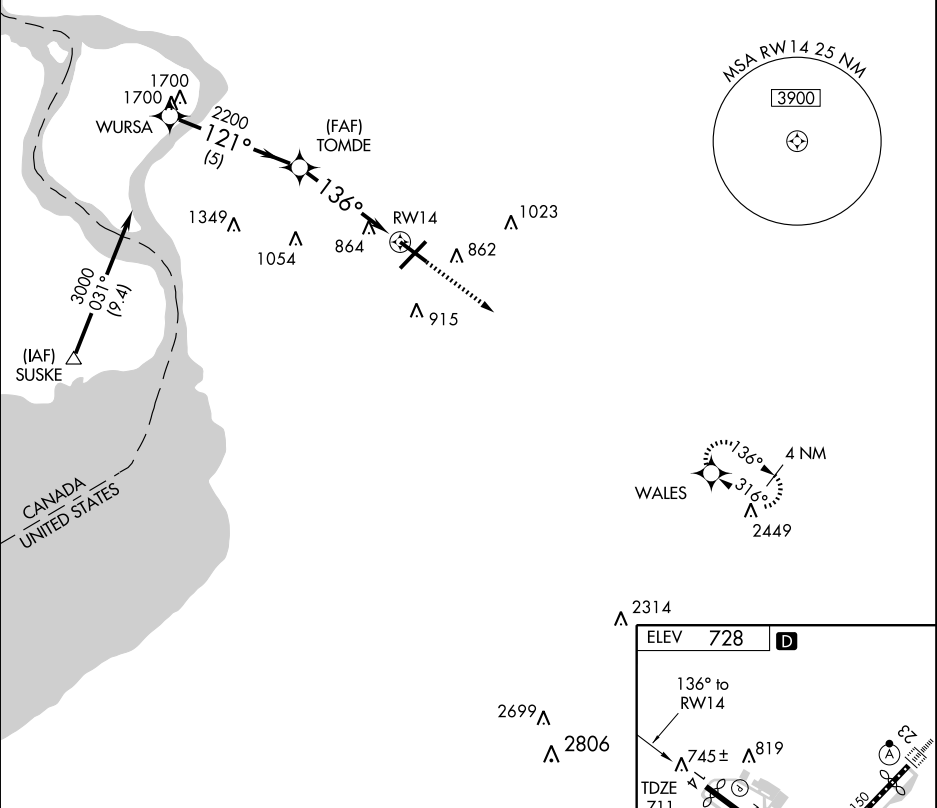
RNAV (GPS) RWY 14

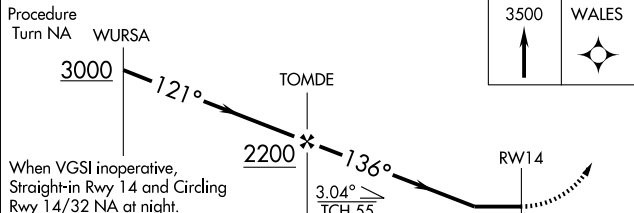
BUFFALO NIAGARA INTL (BUF)

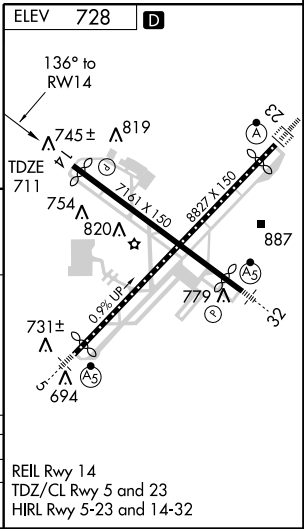
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
No Arrival at SUSKE on V2-43 westbound.

MISSED APPROACH: Climb to 3500 direct WALES WP and hold.

ATIS 135.35	BUFFALO APP CON 126.15 263.125	BUFFALO TOWER 120.5 257.8	GND CON 133.2 257.8	CLNC DEL 124.7 257.8
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Procedure Turn NA WURSA				
				
When VGSI inoperative, Straight-in Rwy 14 and Circling Rwy 14/32 NA at night.				
CATEGORY	A	B	C	D
LNAV MDA	1120-1	409 (400-1)	1120-1¼	409 (400-1¼)
CIRCLING	1200-1	472 (500-1)	1200-1½	552 (600-2)



WAAS CH 77511 W23A	APP CRS 233°	Rwy Idg TDZE Apt Elev	8102 728 728
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RNAV (GPS) RWY 23

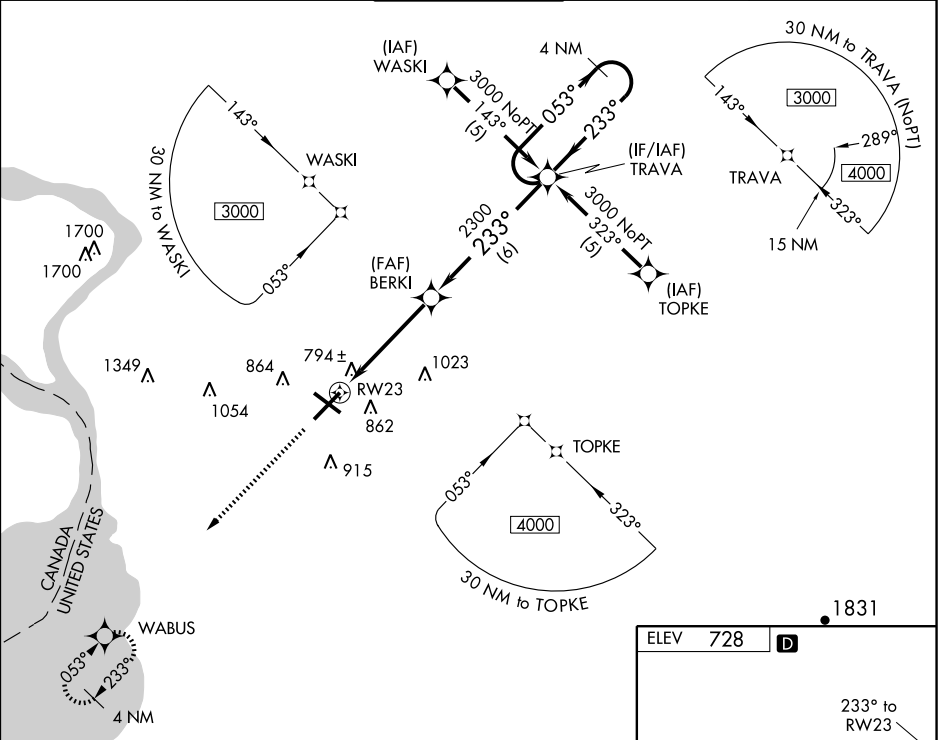
BUFFALO NIAGARA INTL (BUF)

▼ DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).
For inoperative ALSF increase LPV all Cots visibility to RVR 5000
and increase LNAV Cat D visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 3000 direct WABUS and hold.

ATIS 135.35	BUFFALO APP CON 126.15 263.125	BUFFALO TOWER 120.5 257.8	GND CON 133.2 257.8	CLNC DEL 124.7 257.8
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3000

WABUS

TRAVA

4 NM Holding Pattern

BERKI

053° → 3000

← 233°

GS 3.00° TCH 51

*1.1 NM to RWY 23

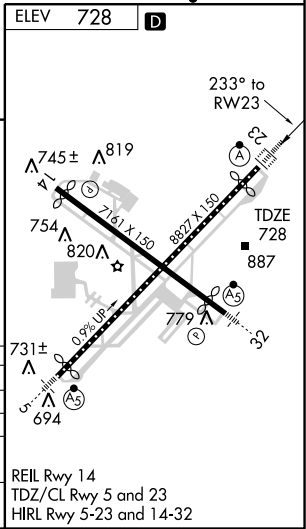
*LNAV only

1.1 NM

3.6 NM

6 NM

CATEGORY	A	B	C	D
LPV DA	978/24		250 (300-½)	
LNAV/VNAV DA	1099/40		371 (400-¾)	
LNAV MDA	1140/24	412 (500-½)	1140/40 412 (500-¾)	1140/50 412 (500-1)
CIRCLING	1200-1¼	472 (500-1¼)	1200-1½ 472 (500-1½)	1280-2 552 (600-2)



AL-65 (FAA)

RNAV (GPS) RWY 32
BUFFALO NIAGARA INTL (BUF)

MALSR



MISSED APPROACH: Climb to 3000 direct TOMDE and via 239° track to SUSKE and hold.

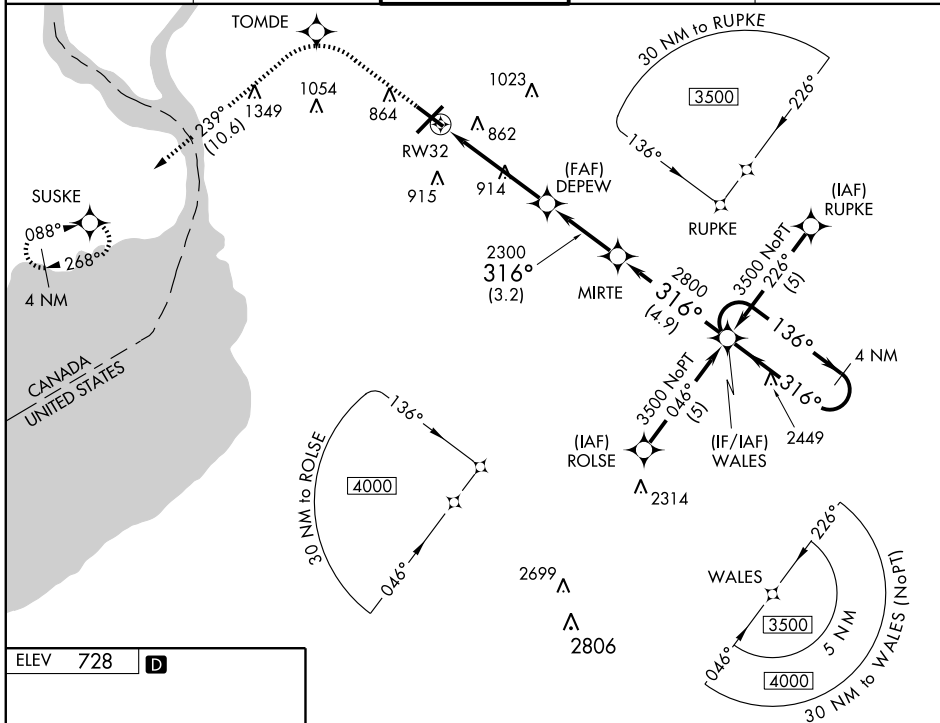
ATIS
135.35

BUFFALO APP CON
126.15 263.125

BUFFALO TOWER
120.5 257.8

GND CON
133.2 257.8

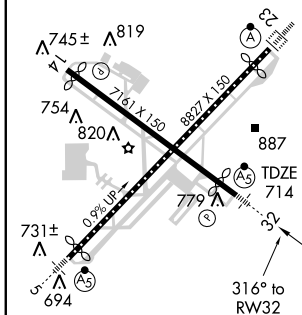
CLNC DEL
124.7 257.8



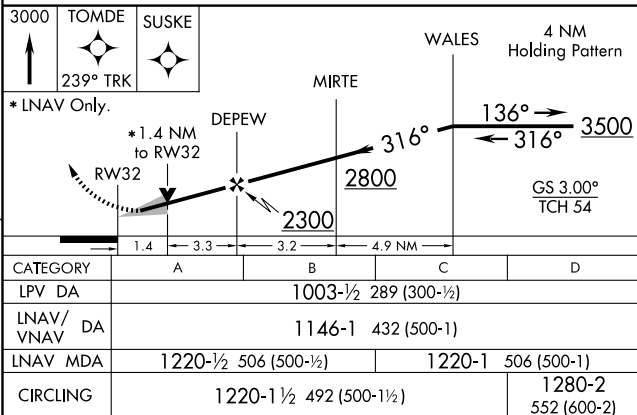
NE-2. 22 OCT 2009 to 19 NOV 2009

ELEV	728
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D




REIL Rwy 14
TDZ/CL Rwy 5 and 23
HIRL Rwy 5-23 and 14-32

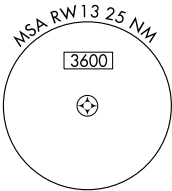
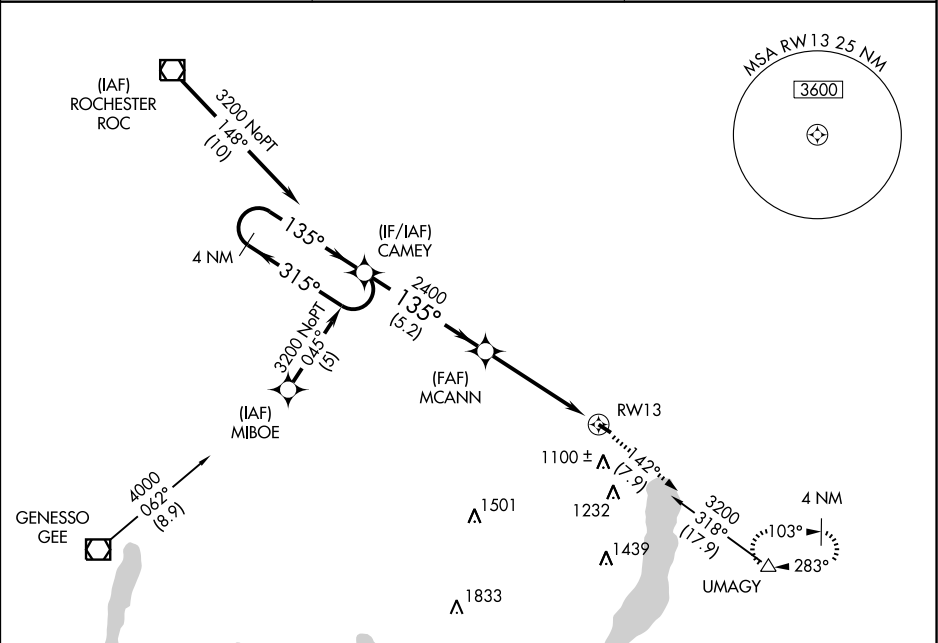


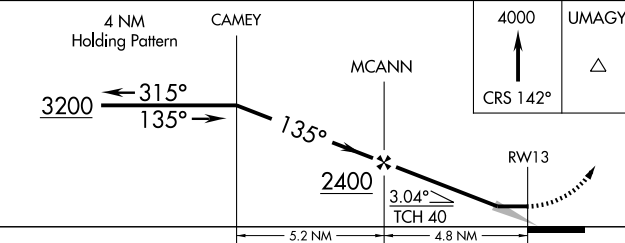
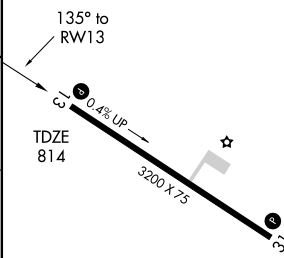
APP CRS	Rwy Idg	3200
135°	TDZE	814
	Apt Elev	814

RNAV (GPS) RWY 13
CANANDAIGUA (D38)

 Use Greater Rochester Intl altimeter setting.  GPS or RNP-0.3 required. DME/DME RNP 0.3 NA.	MISSED APPROACH: Climb to 4000 via 142° course to UMACY WP and hold.
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AWOS-3 118.675	ROCHESTER APP CON 119.55 269.6	UNICOM 122.8 (CTAF) 
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					<div>ELEV 814</div> 
CATEGORY	A	B	C	D	<div>MIRL Rwy 13-31</div> <div>REIL Rws 13 and 31</div>
LNAV MDA	1360-1	546 (600-1)	1360-1½ 546 (600-1½)	NA	
CIRCLING	1540-1	726 (800-1)	1540-2 726 (800-2)	NA	

VOR/DME GEE 108.2 Chan 19	APP CRS 085°	Rwy Idg TDZE Apt Elev	N/A N/A 814
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VOR-A
CANANDAIGUA (D38)

T Use Greater Rochester Intl altimeter setting.

A NA

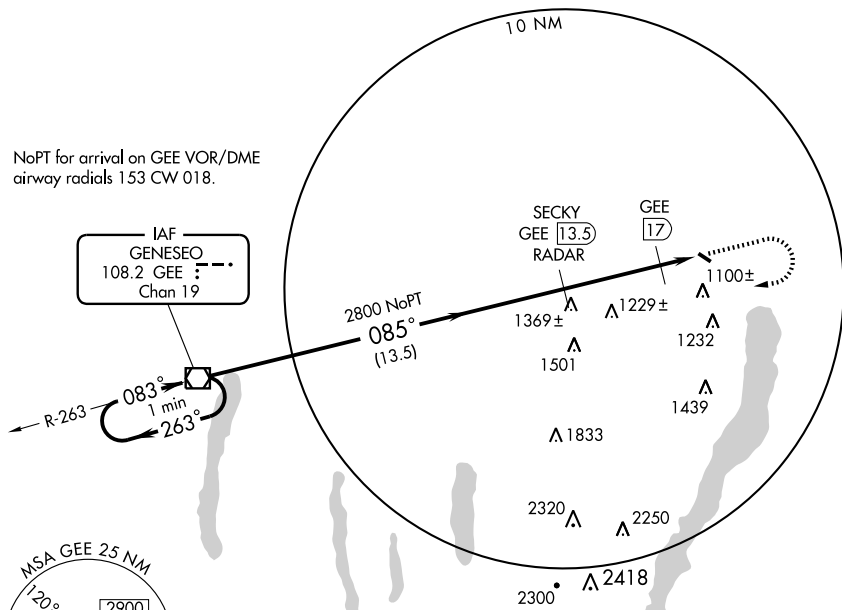
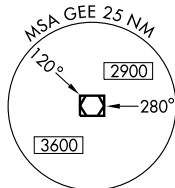
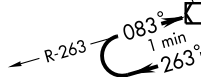
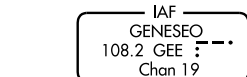
MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct GEE VOR/DME and hold.

AWOS-3
118,675

ROCHESTER APP CON
119.55 269.6

UNICOM
122.8 (CTAF) **L**

NoPT for arrival on GEE VOR/DME
airway radials 153 CW 018.



DME or RADAR REQUIRED

One Minute Holding Pattern

VOR/DME

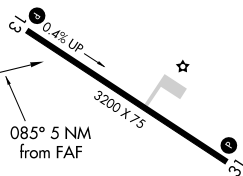
SECKY
GEE 13.5
RADAR

2000

300

GFF

ELEV 814



3000 ← 263°
083° → 085°

0850

2800

GEE
17

GFF

13.5 NM

CATEGORY	A	B	C	D
IRCLING	1580-1 766 (800-1)	1580-1 ¼ 766 (800-1 ¼)	1580-2 ¼ 766 (800-2 ¼)	NA

DME MINIMUMS

IRCLING	1540-1 726 (800-1)	1540-2 726 (800-2)	NA
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MIRL Rwy 13-31 **L**
REIL Rwy 13 and 31

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

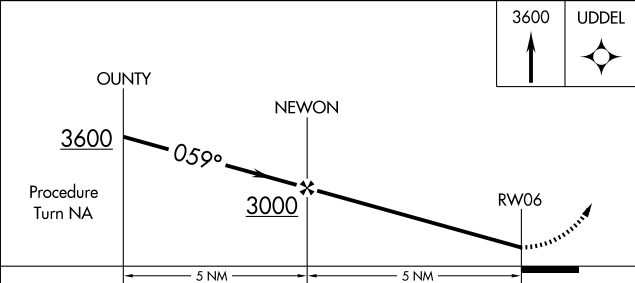
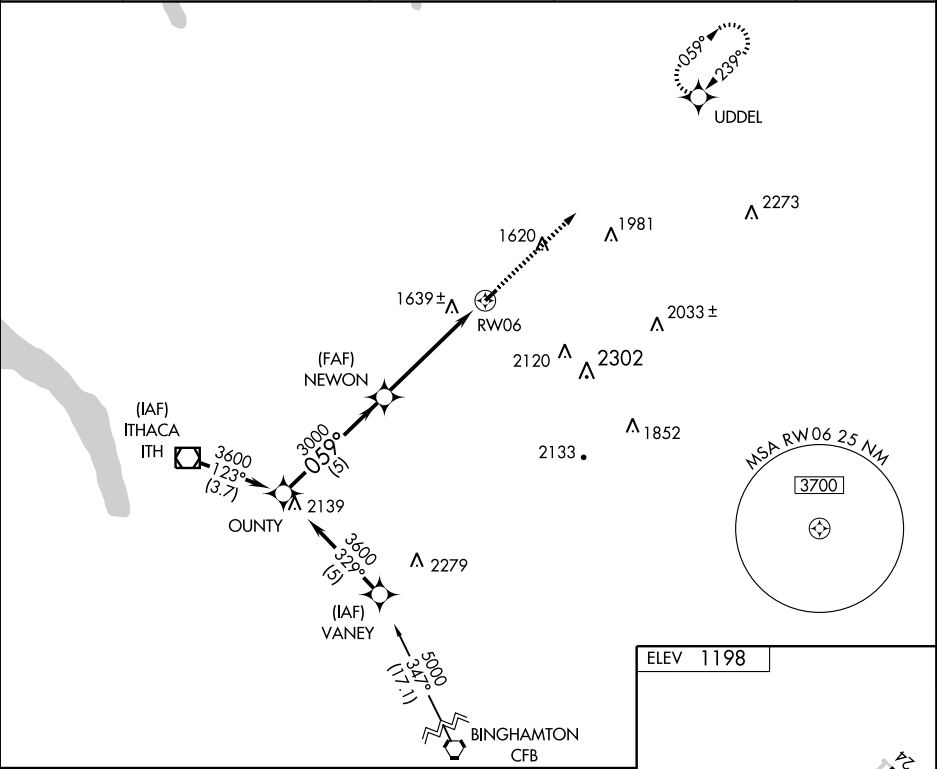
APP CRS	Rwy Idg	3400
059°	TDZE	1198
	Apt Elev	1198



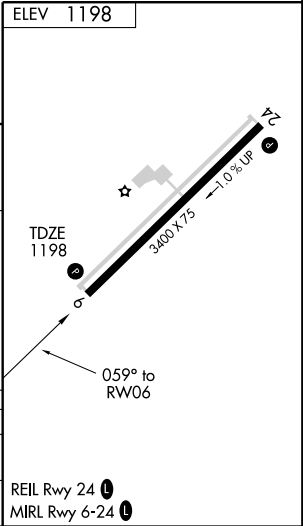
NA

MISSED APPROACH: Climb to 3600 direct UDDEL WP and hold.

AWOS-3 132.225	BINGHAMTON APP CON ★ 118.6 257.625	ELMIRA APP CON ★ 124.3 257.8 (W)	SYRACUSE APP CON 126.125 269.125 (N-NE)	UNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D
S-6	1900-1	702 (800-1)	1900-2 702 (800-2)	NA
CIRCLING	1940-1 742 (800-1)	1940-1¼ 742 (800-1¼)	1980-2¼ 782 (800-2¼)	NA

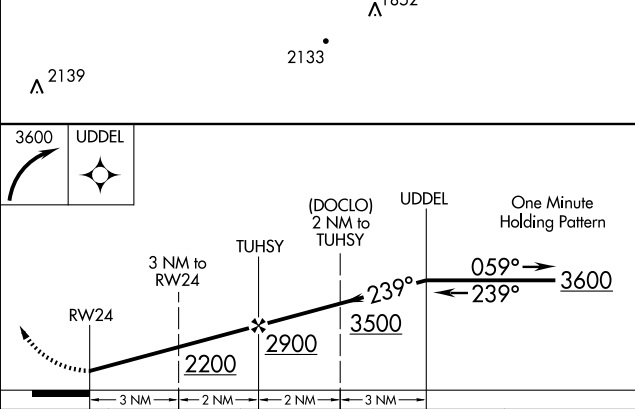
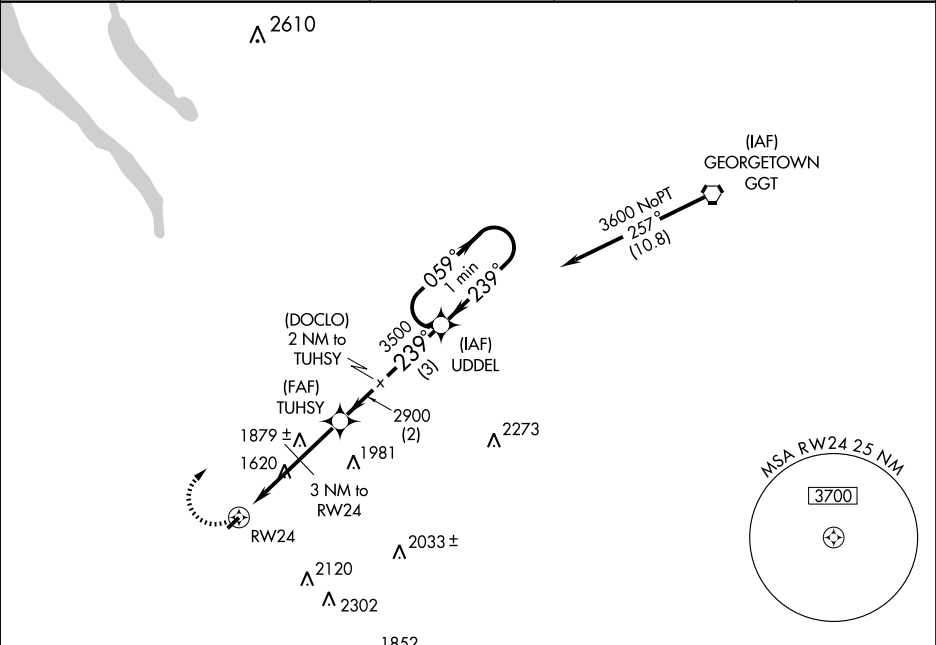


APP CRS	Rwy Idg	3400
239°	TDZE	1192
	Apt Elev	1198

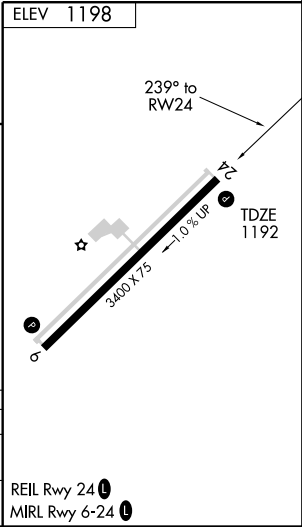
NA

MISSED APPROACH: Climbing right turn to 3600 direct UDDEL WP and hold.

AWOS-3 132.225	BINGHAMTON APP CON ★ 118.6 257.625	ELMIRA APP CON ★ 124.3 257.8 (W)	SYRACUSE APP CON 126.125 269.125 (N-NE)	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
S-24	1880-1	688 (700-1)	1880-2 688 (700-2)	NA
CIRCLING	1940-1 742 (800-1)	1940-1¼ 742 (800-1¼)	1980-2¼ 782 (800-2¼)	NA



VOR or GPS-A

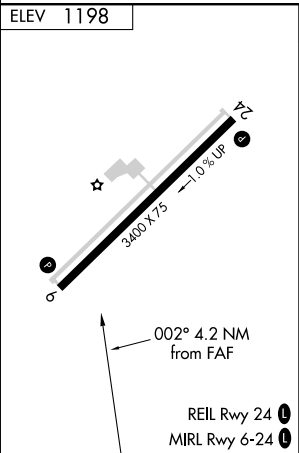
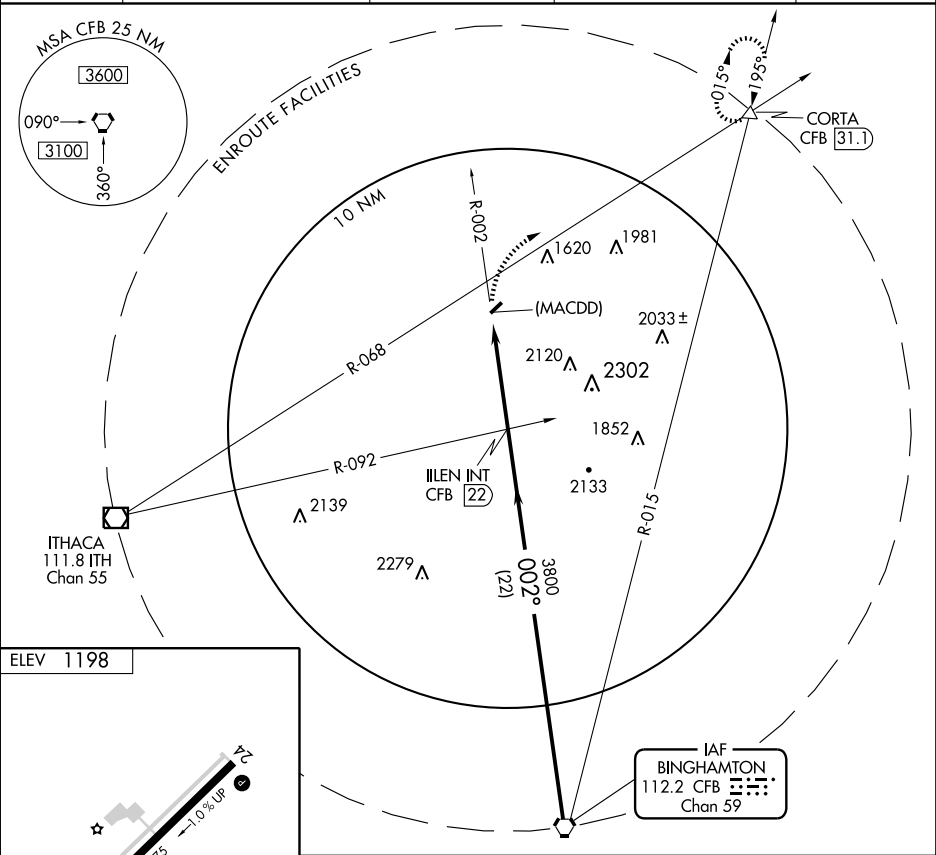
CORTLAND COUNTY-CHASE FIELD (N03)

VORTAC CFB	APP CRS	Rwy Idg	N/A
112.2	002°	TDZE	N/A
Chan 59		Apt Elev	1198

If local altimeter setting not received,
procedure not authorized.

MISSED APPROACH: Climbing right turn to 4000 via ITH
VOR/DME R-068 to CORTA Int/CFB 31.1 DME and hold.

AWOS-3	BINGHAMTON APP CON ★	ELMIRA APP CON ★	SYRACUSE APP CON	UNICOM
132.225	118.6 257.625	124.3 257.8 (W)	126.125 269.125 (N-NE)	122.8 (CTAF) 0



FAF to MAP 4.2 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180		2280-1¼	2280-1½	2280-3	NA
Min:Sec	4:12	2:48	2:06	1:41	1:24	CIRCLING	1082 (1100-1¼)	1082 (1100-1½)	1082 (1100-3)	

APP CRS	Rwy Idg	N/A
343°	TDZE	N/A
	Apt Elev	662

RNAV (GPS) - A



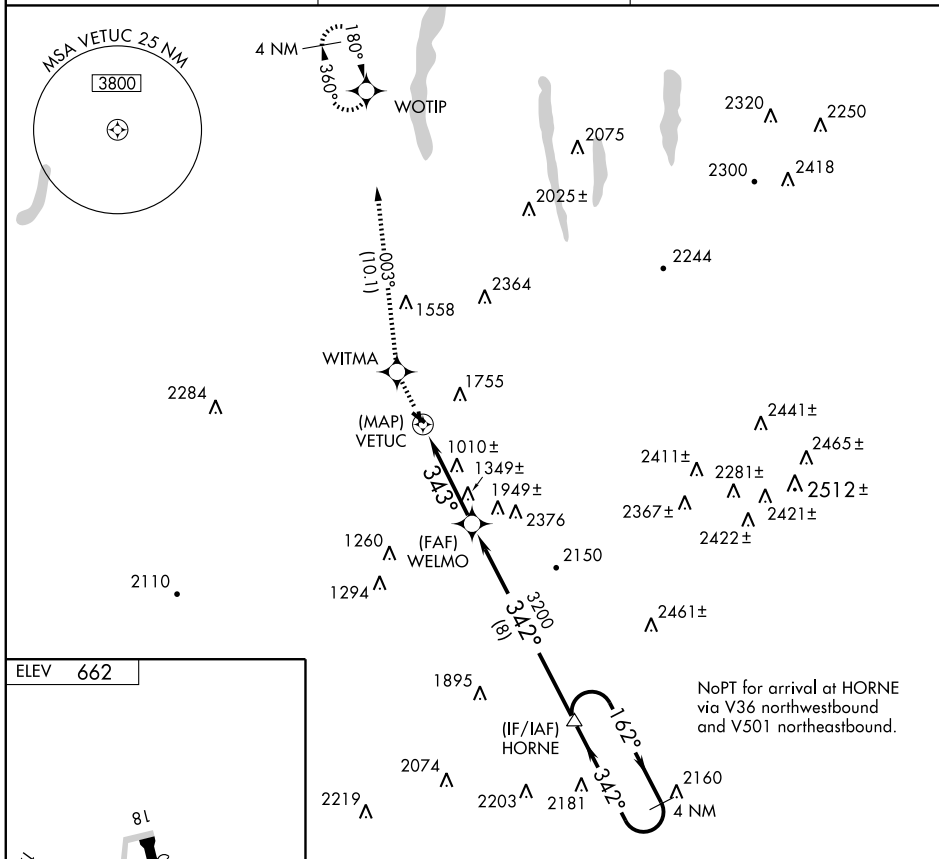
DME/DME RNP-0.3 NA. Procedure NA at night.
If local altimeter setting not received, use Greater Rochester
Intl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3300 direct WITMA and via 003° track to WOTIP and hold.

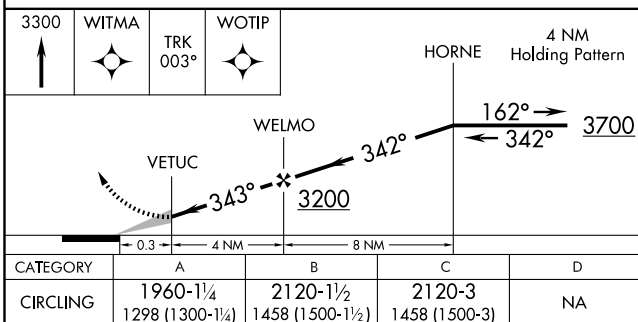
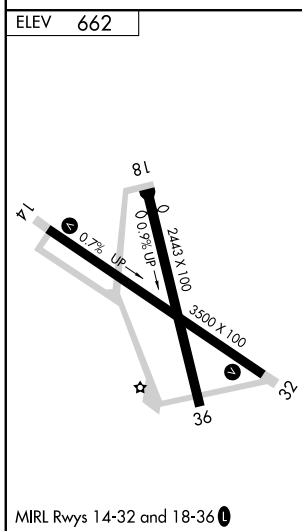
ASOS
118.325

ROCHESTER APP CON
123.7 322.3

UNICOM
123.0 (CTAF) **L**



NE-2. 22 OCT 2009 to 19 NOV 2009



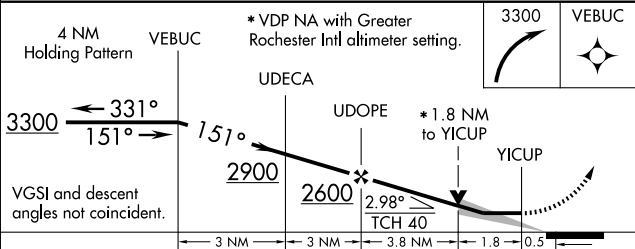
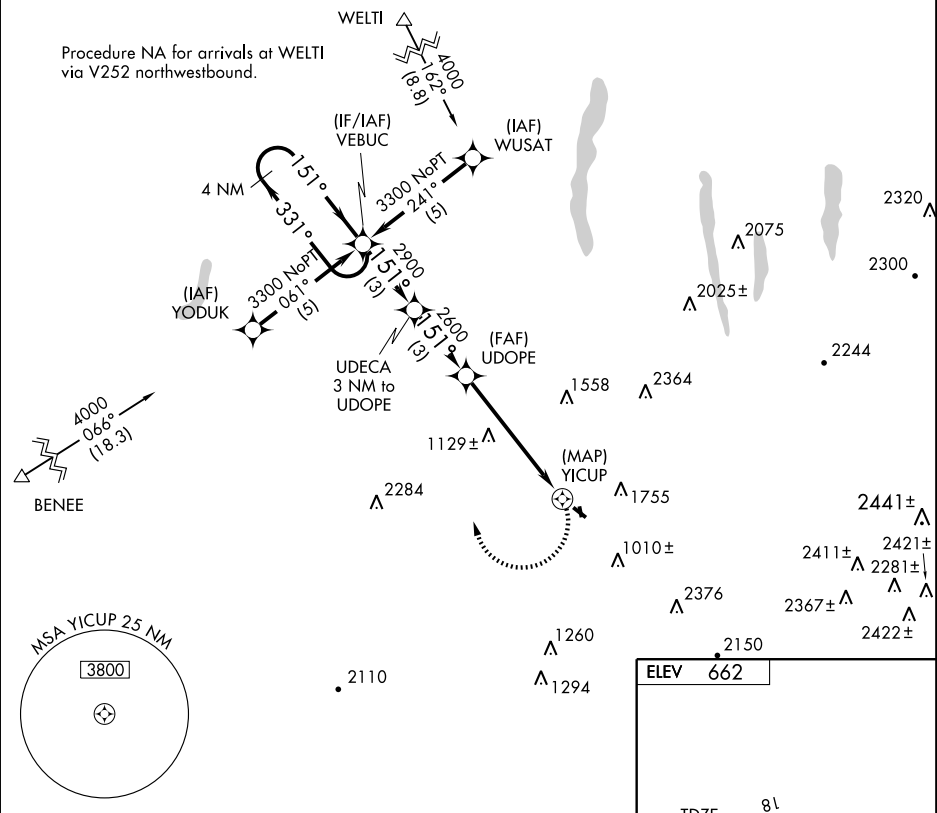
APP CRS	Rwy Idg	3500
151°	TDZE	635
	Apt Elev	662

RNAV (GPS) RWY 14
DANSVILLE MUNI (DSV)

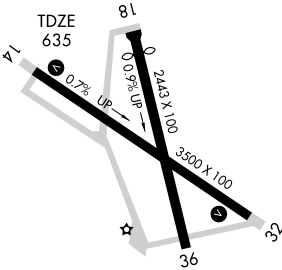
▼ DME/DME RNP-0.3 NA. Procedure NA at night.
▲ If local altimeter setting not received, use Greater Rochester Intl altimeter setting and increase all MDA's 100 feet.

MISSED APPROACH: Climbing right turn to 3300 direct VEBUC and hold.

ASOS 118.325	ROCHESTER APP CON 123.7 322.3	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1400-1 765 (800-1)	1400-1¼ 765 (800-1¼)	1400-2¼ 765 (800-2¼)	NA
CIRCLING	1960-1¼ 1298 (1300-1¼)	2120-1½ 1458 (1500-1½)	2120-3 1458 (1500-3)	NA



MIRL Rwy's 14-32 and 18-36 0

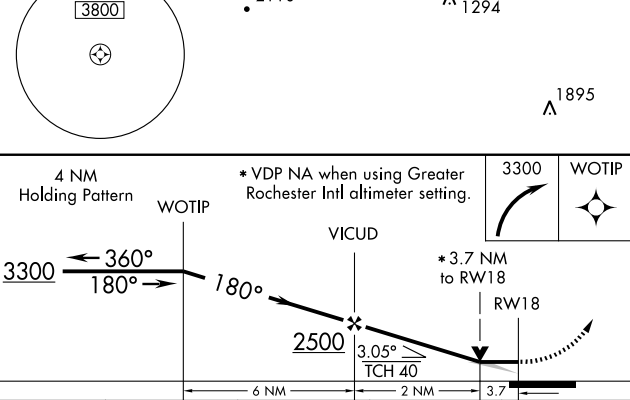
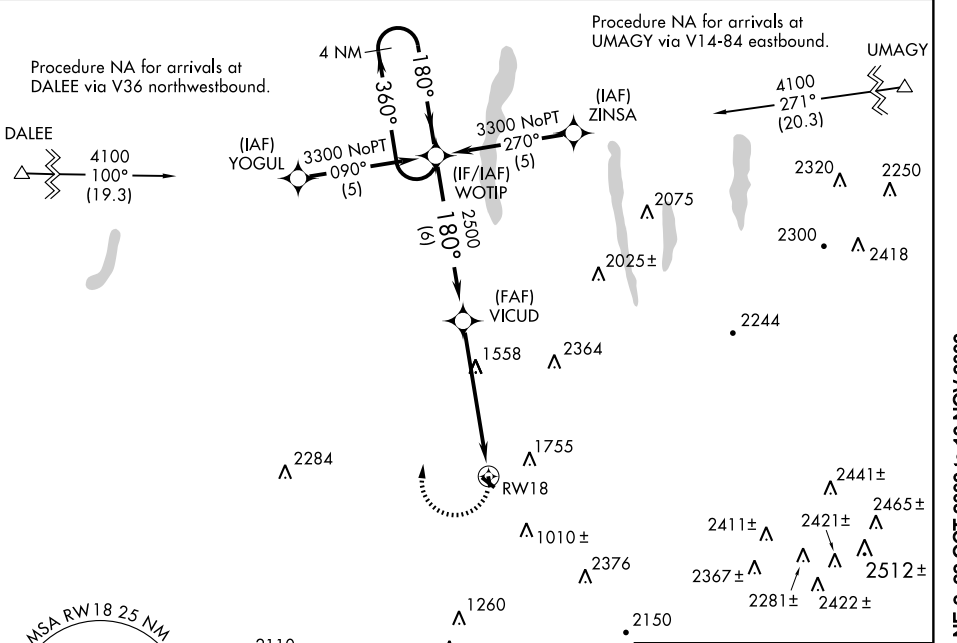
▼

▲

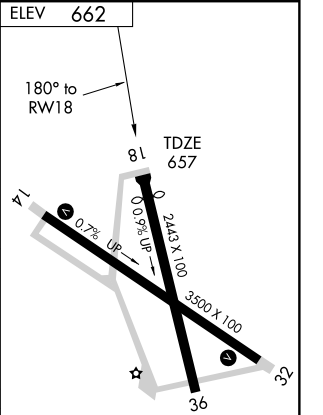
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Greater Rochester
Intl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing right
turn to 3300 direct WOTIP and hold.

ASOS 118.325	ROCHESTER APP CON 123.7 322.3	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1860-1¼ 1203 (1200-1¼)	1860-1½ 1203 (1200-1½)	1860-3 1203 (1200-3)	NA
CIRCLING	1960-1¼ 1298 (1300-1¼)	2120-1½ 1458 (1500-1½)	2120-3 1458 (1500-3)	NA



MIRL Rwy 14-32 and 18-36 0

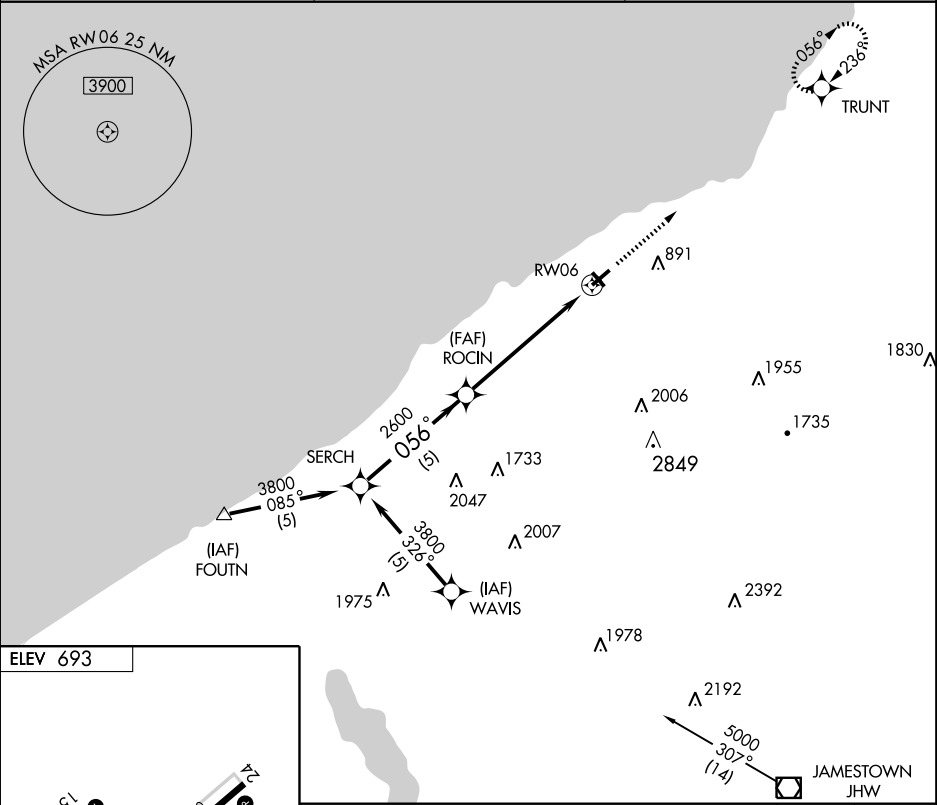
APP CRS 056°	Rwy Idg TDZE Apt Elev	5000 676 693
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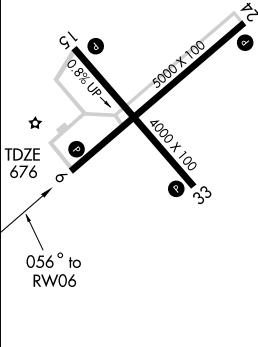
NA

MISSED APPROACH: Climb to 3800 direct TRUNT WP and hold.

ASOS 119.275	BUFFALO APP CON 126.5 317.6	UNICOM 123.075 (CTAF) 0
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ELEV 693



REIL Rwy 6 and 24 0
MIRL Rwy 6-24 and 15-33 0

<div><div><div>SERCH</div><div>3800</div></div><div><div>ROCIN</div><div>2600</div></div></div> <div><div>Procedure Turn NA</div><div>056°</div><div>2.95° TCH 48</div><div>1.4 NM to RW06</div><div>RW06</div></div> <div><div>5 NM</div><div>4.6 NM</div><div>1.4 NM</div></div>				<div><div>3800</div><div>↑</div></div> <div><div>TRUNT</div><div>✦</div></div>
CATEGORY	A	B	C	D
S-6	1160-1	484 (500-1)	1160-1¼ 484 (500-1¼)	1160-1½ 484 (500-1½)
CIRCLING	1220-1 527 (600-1)	1240-1 547 (600-1)	1280-1½ 587 (600-1½)	1540-2¾ 847 (900-2¾)

APP CRS
236°

Rwy Idg	TDZE	Apt Elev
1	100	100
2	100	100
3	100	100
4	100	100
5	100	100
6	100	100
7	100	100
8	100	100
9	100	100
10	100	100
11	100	100
12	100	100
13	100	100
14	100	100
15	100	100
16	100	100
17	100	100
18	100	100
19	100	100
20	100	100
21	100	100
22	100	100
23	100	100
24	100	100
25	100	100
26	100	100
27	100	100
28	100	100
29	100	100
30	100	100
31	100	100
32	100	100
33	100	100
34	100	100
35	100	100
36	100	100
37	100	100
38	100	100
39	100	100
40	100	100
41	100	100
42	100	100
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44	100	100
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85	100	100
86	100	100
87	100	100
88	100	100
89	100	100
90	100	100
91	100	100
92	100	100
93	100	100
94	100	100
95	100	100
96	100	100
97	100	100
98	100	100
99	100	100
100	100	100

5000
676
693

DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)



IAF ARM APPROACH MODE PRIOR TO IAF.

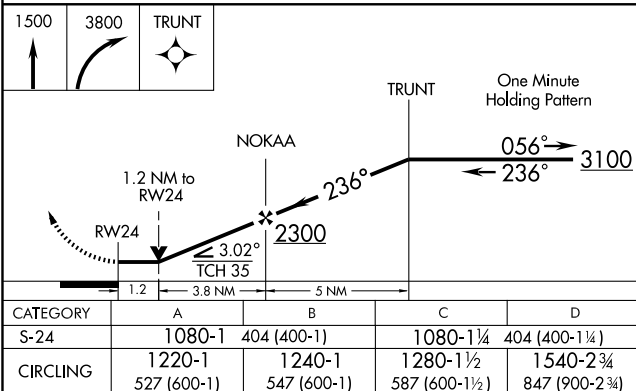
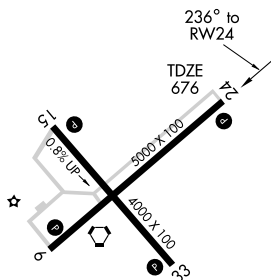
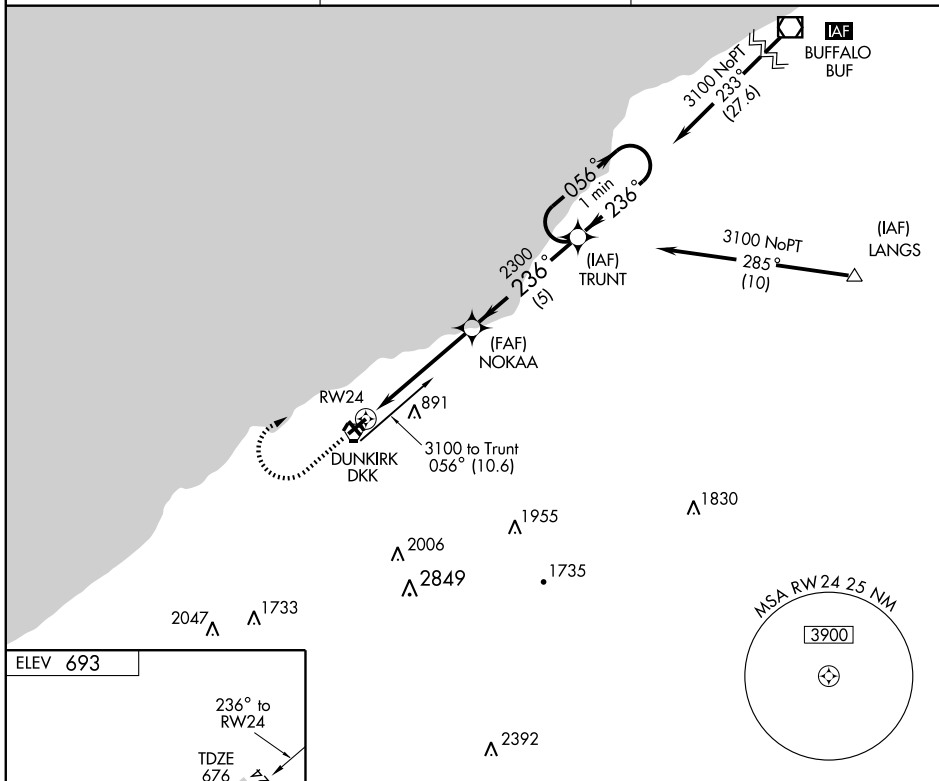
A NA

MISSED APPROACH: Climb to 1500, then climbing right turn to 3800 direct TRUNT WP and hold.

ASOS
119,275

BUFFALO APP CON
126.5 317.6

UNICOM
123.075 (CTAF) **L**



REIL Rwys 6 and 24 **L**
MIRL Rwys 6-24 and 15-33 **L**

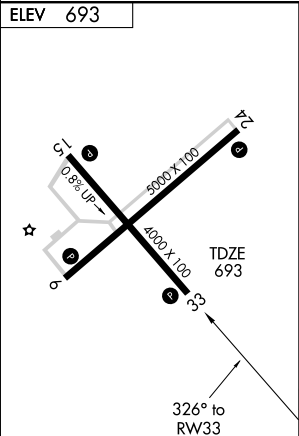
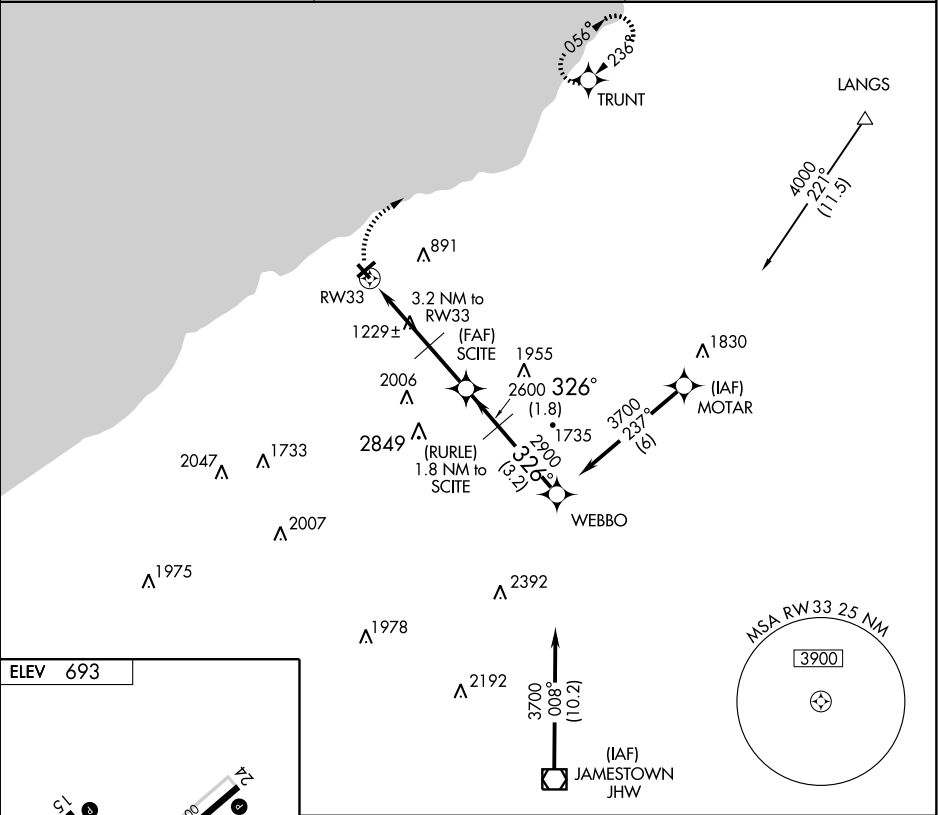
GPS RWY 33

DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

APP CRS 326°	Rwy Idg TDZE Apt Elev	4000 693 693
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<div><div>▼</div><div>▲ NA</div></div>	MISSED APPROACH: Climbing right turn to 3800 direct TRUNT WP and hold.
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ASOS 119.275	BUFFALO APP CON 126.5 317.6	UNICOM 123.075 (CTAF) 0
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REIL Rwy 6 and 24 0
MIRL Rwy 6-24 and 15-33 0

	<div><div>3800</div><div>TRUNT</div></div>			
	<div><div>RW33</div><div>3.2 NM to RW33</div><div>1860</div><div>3.28° TCH 48</div><div>SCITE</div><div>3.2 NM to SCITE</div><div>2600</div><div>(RURLE) 1.8 NM to SCITE</div><div>2900</div><div>326°</div><div>3700</div><div>Procedure Turn NA</div><div>VGSi and descent angles not coincident.</div></div>			
CATEGORY	A	B	C	D
S-33	1480-1 787 (800-1)	1480-1¼ 787 (800-1¼)	1480-2¼ 787 (800-2¼)	1480-2½ 787 (800-2½)
CIRCLING	1480-1 787 (800-1)	1480-1¼ 787 (800-1¼)	1480-2¼ 787 (800-2¼)	1540-2¾ 847 (900-2¾)

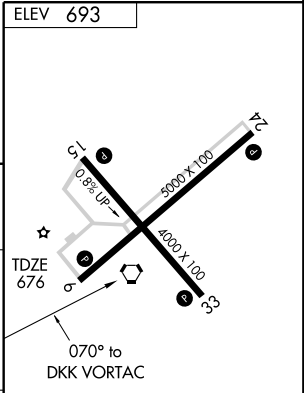
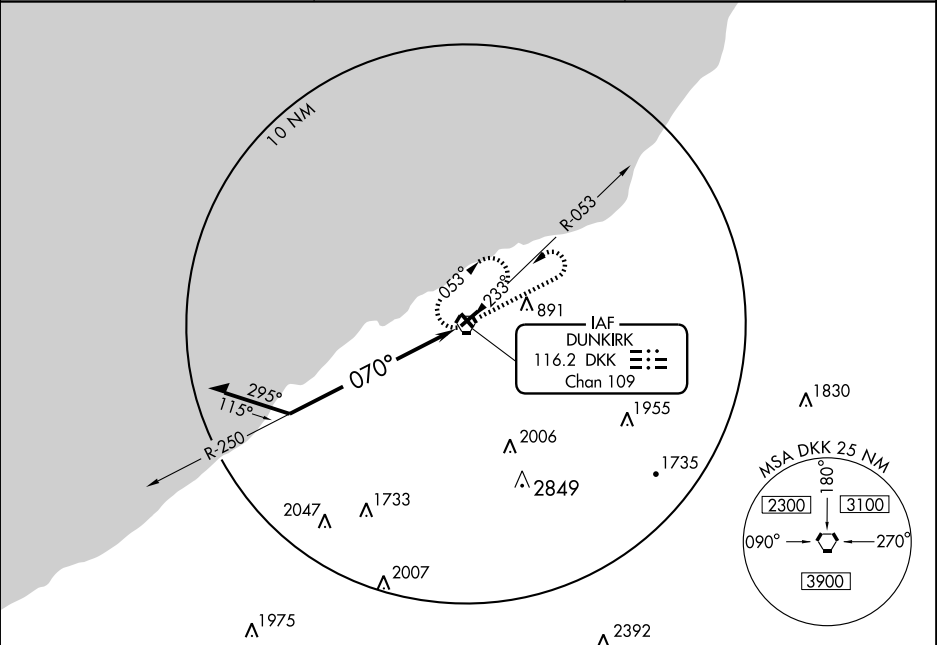
VORTAC DKK 116.2 Chan 109	APP CRS 070°	Rwy Idg TDZE Apt Elev	5000 676 693
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DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)



MISSED APPROACH: Climb to 2000, then climbing left turn to 2700 direct DKK VORTAC and hold.

ASOS 119.275	BUFFALO APP CON 126.5 317.6	UNICOM 123.075 (CTAF) 0
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CATEGORY	A	B	C	D
S-6	1320-1 644 (700-1)		1320-1¾ 644 (700-1¾)	1320-2 644 (700-2)
CIRCLING	1320-1 627 (700-1)		1320-1¾ 627 (700-1¾)	1540-2¾ 847 (900-2¾)

REIL Rwy 6 and 24 0	
MIRL Rwy 6-24 and 15-33 0	
Knots	60 90 120 150 180
Min:Sec	

VOR RWY 24

VORTAC DKK 116.2 Chan 109	APP CRS 233°	Rwy Idg TDZE Apt Elev	5000 676 693
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DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

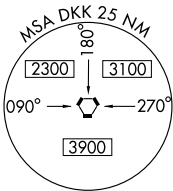
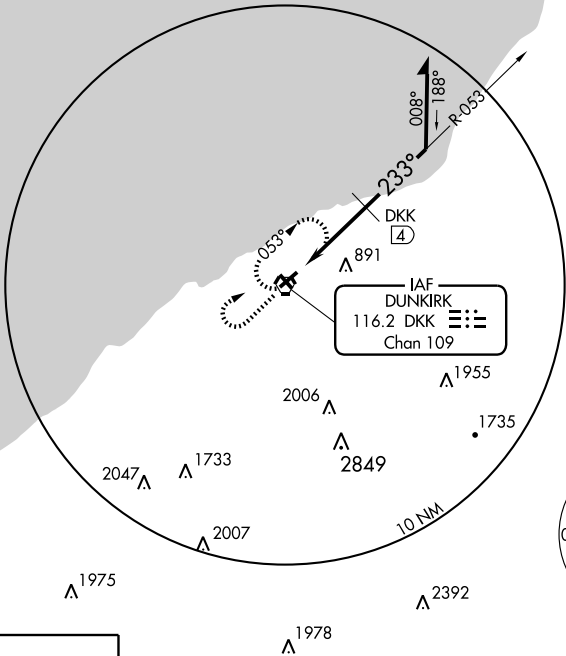


MISSED APPROACH: Climb to 2000, then climbing right turn to 2700 direct DKK VORTAC and hold.

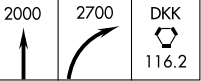
ASOS
119.275

BUFFALO APP CON
126.5 317.6

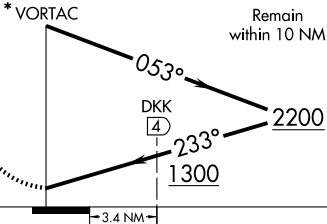
UNICOM
123.075 (CTAF) 0



ELEV 693



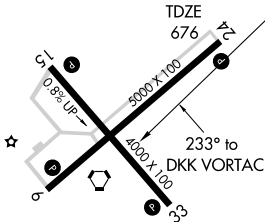
* Maintain 2700 or above until established outbound for Procedure Turn.



CATEGORY	A	B	C	D
S-24	1300-1	624 (700-1)	1300-1¾ 624 (700-1¾)	1300-2 624 (700-2)
CIRCLING	1300-1	607 (700-1)	1300-1¾ 607 (700-1¾)	1540-2¾ 847 (900-2¾)

DME MINIMUMS



S-24	1140-1 464 (500-1)	1140-1¼ 464 (500-1¼)	1140-1½ 464 (500-1½)
CIRCLING	1220-1 527 (600-1)	1240-1 547 (600-1)	1280-1½ 587 (600-1½)



REIL Rwy 6 and 24 0
MIRL Rwy 6-24 and 15-33 0

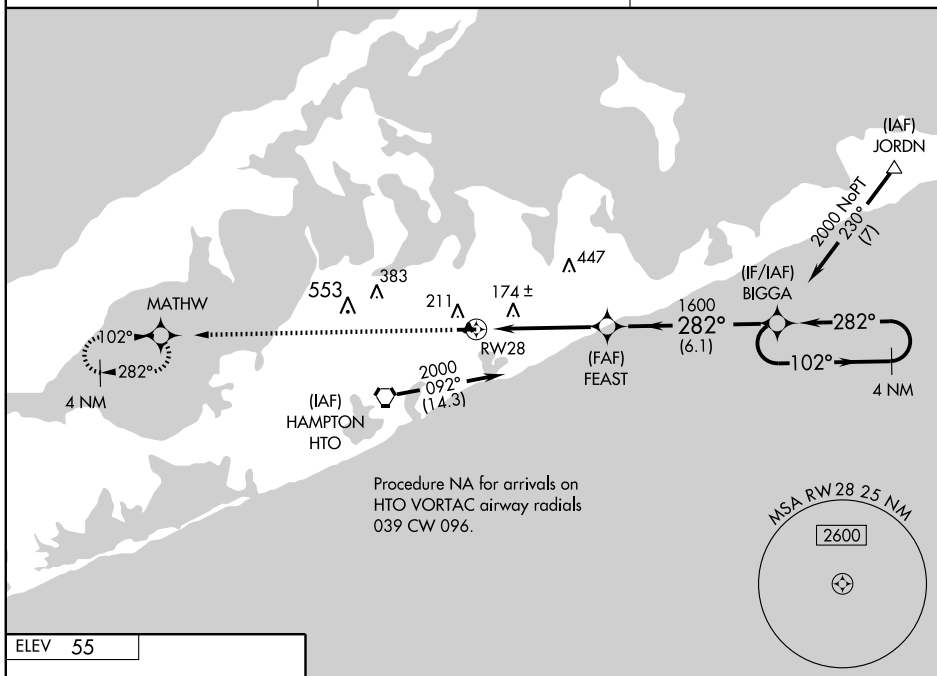
APP CRS	Rwy Idg	4255
282°	TDZE	46
	Apt Elev	55

RNAV (GPS) RWY 28
EAST HAMPTON (HTO)

	DME/DME RNP-0.3 NA.
 NA	<p>Visibility reduction by helicopters NA.</p> <p>Obtain local altimeter setting on CTAF; when not received, use Westhampton Beach altimeter setting.</p>

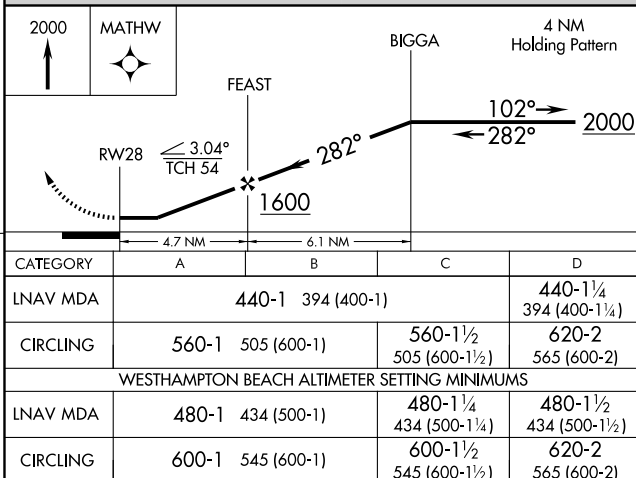
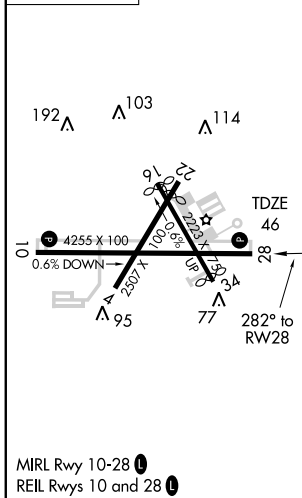
MISSED APPROACH: Climb to 2000
direct MATHW and hold.

NEW YORK APP CON
125.975 343.65

CLNC DEL
118.95UNICOM
122.7 (CTAF) **L**

NE-2. 22 OCT 2009 to 19 NOV 2009

ELEV	55
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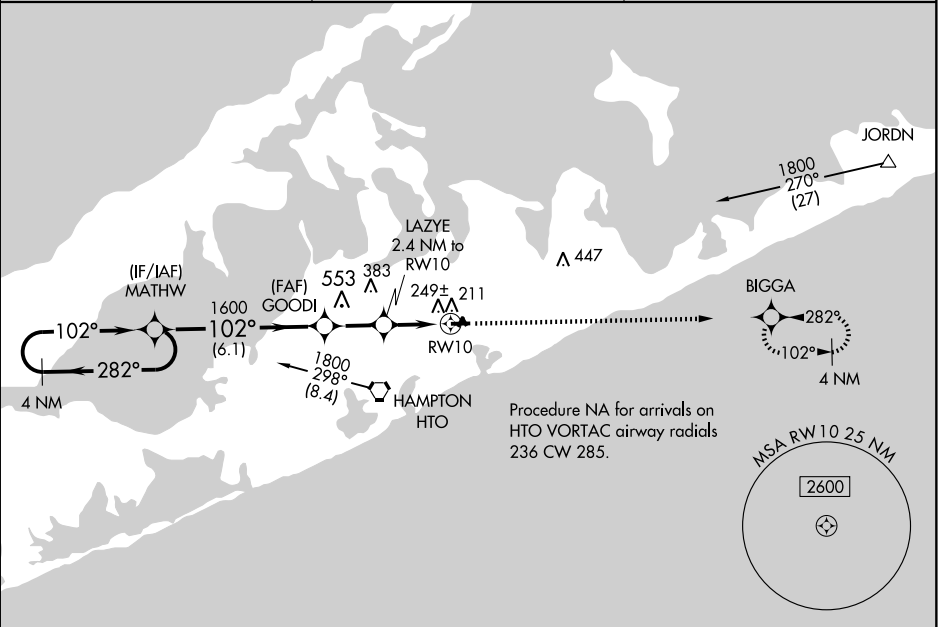
APP CRS	Rwy Idg
102°	4255
	TDZE
	55
	Apt Elev
	55

RNAV (GPS) Y RWY 10

EAST HAMPTON (HTO)

<div><div>▼</div><div>▲ NA</div></div> <div>DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Westhampton Beach altimeter setting.</div>	MISSED APPROACH: Climb to 2000 direct BIGGA and hold.
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NEW YORK APP CON 125.975 343.65	CLNC DEL 118.95	UNICOM 122.7 (CTAF) 1
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WAAS CH 40112 W10A	APP CRS 102°	Rwy Idg 4255 TDZE 55 Apt Elev 55
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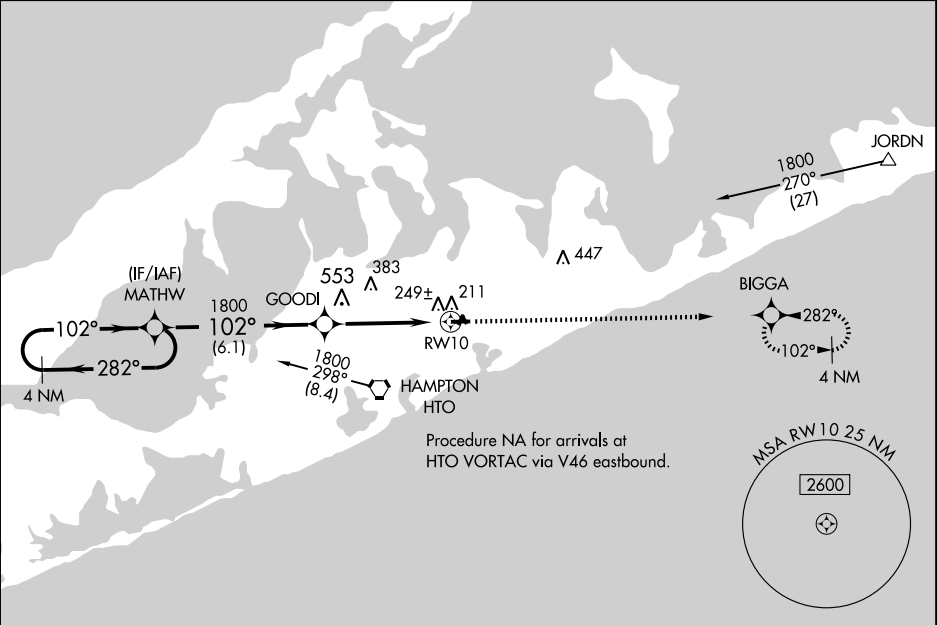
RNAV (GPS) Z RWY 10
EAST HAMPTON (HTO)

NA

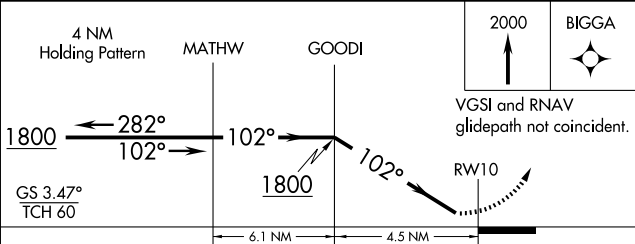
Baro-VNAV NA when using Westhampton altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 50°C (122°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Westhampton Beach altimeter setting.

MISSED APPROACH: Climb to 2000 direct BIGGA and hold.

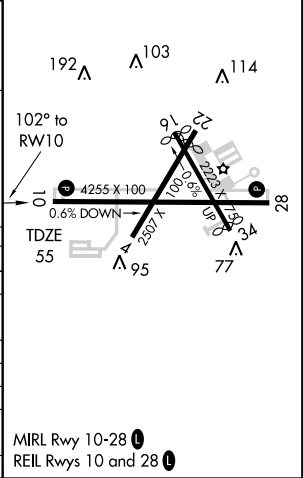
NEW YORK APP CON 125.975 343.65	CLNC DEL 118.95	UNICOM 122.7 (CTAF) 1
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ELEV 55



CATEGORY	A	B	C	D
LPV DA	408-1	353 (400-1)		NA
LNAV/VNAV DA	524-1½	469 (500-1½)		NA
CIRCLING	560-1½	505 (600-1½)		NA
WESTHAMPTON BEACH ALTIMETER SETTING MINIMUMS				
LPV DA	453-1¼	398 (400-1¼)		NA
LNAV/VNAV DA	569-1½	514 (600-1½)		NA
CIRCLING	600-1½	545 (600-1½)		NA



GPS RWY 4

ELLENVILLE/JOSEPH Y RESNICK (N89)

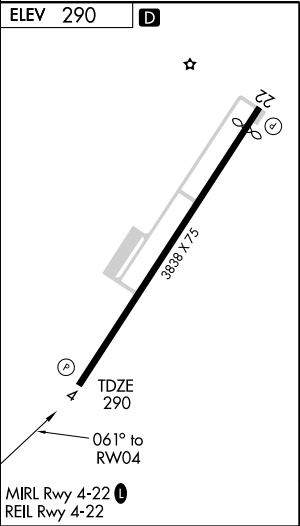
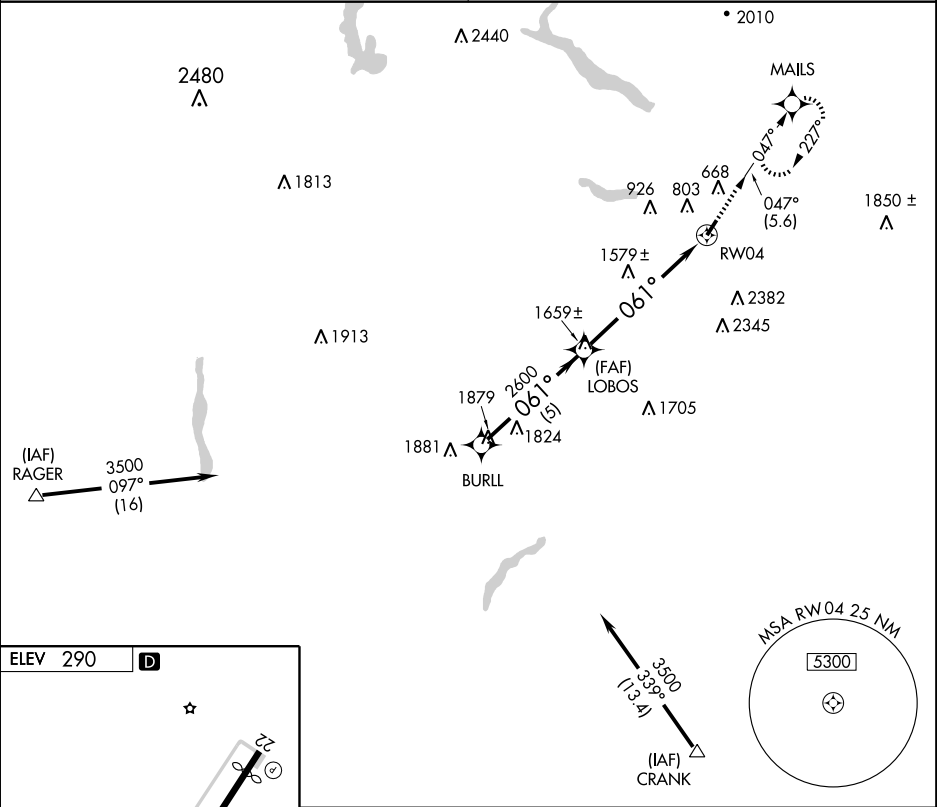
APP CRS	Rwy Idg	3538
061°	TDZE	290
	Apt Elev	290

Use Stewart Intl altimeter setting.
Circling not authorized east of Rwy 4-22.

MISSED APPROACH: Climb to 6000 via
047° course to MAILS WP and hold.

NEW YORK APP CON
132.75 363.1

UNICOM
122.8 (CTAF) 



BURLL		LOBOS		RWY 04	
3500		2600			
Procedure Turn NA					
5 NM		6 NM			
CATEGORY	A	B	C	D	
S-4	2180-1¼ 1890 (1900-1¼)	2180-1½ 1890 (1900-1½)	NA		
CIRCLING	2180-1¼ 1890 (1900-1¼)	2180-1½ 1890 (1900-1½)	NA		

APP CRS	Rwy Idg	3538
227°	TDZE	289
	Apt Elev	290

GPS RWY 22

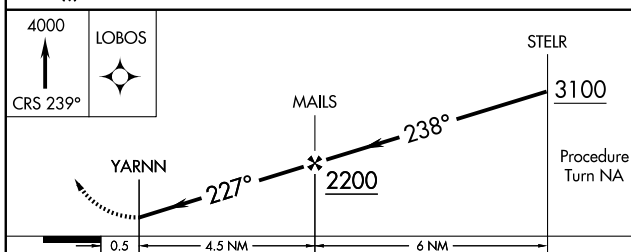
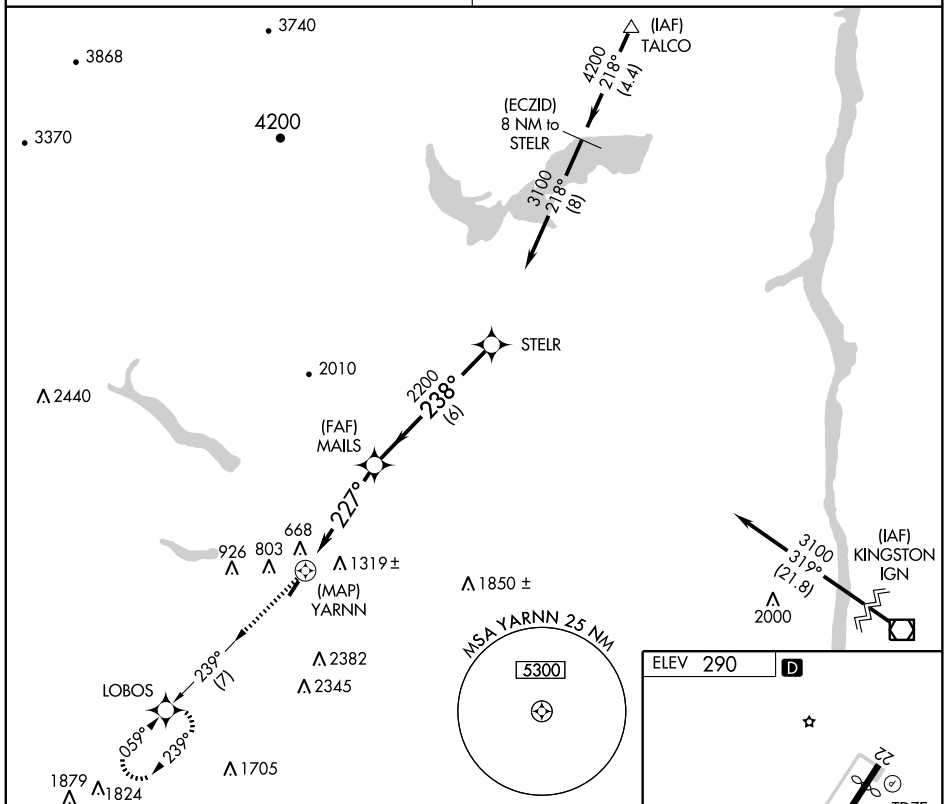
ELLENVILLE/JOSEPH Y RESNICK (N89)

T Use Stewart Intl altimeter setting.
A NA Circling not authorized east of Rwy 4-22.

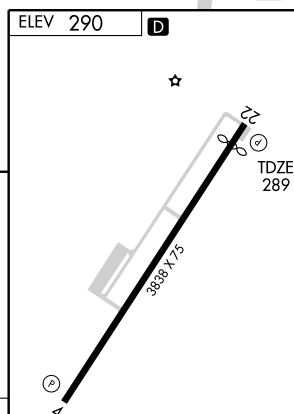
MISSED APPROACH: Climb to 4000 via 239° course to LOBOS WP and hold.

NEW YORK APP CON
132.75 363.1

UNICOM
122.8 (CTAF) **L**



CATEGORY	A	B	C	D
S-22	2080-1¼ 1791 (1800-1¼)	2080-1½ 1791 (1800-1½)	NA	
CIRCLING	2080-1¼ 1790 (1800-1¼)	2080-1½ 1790 (1800-1½)	NA	

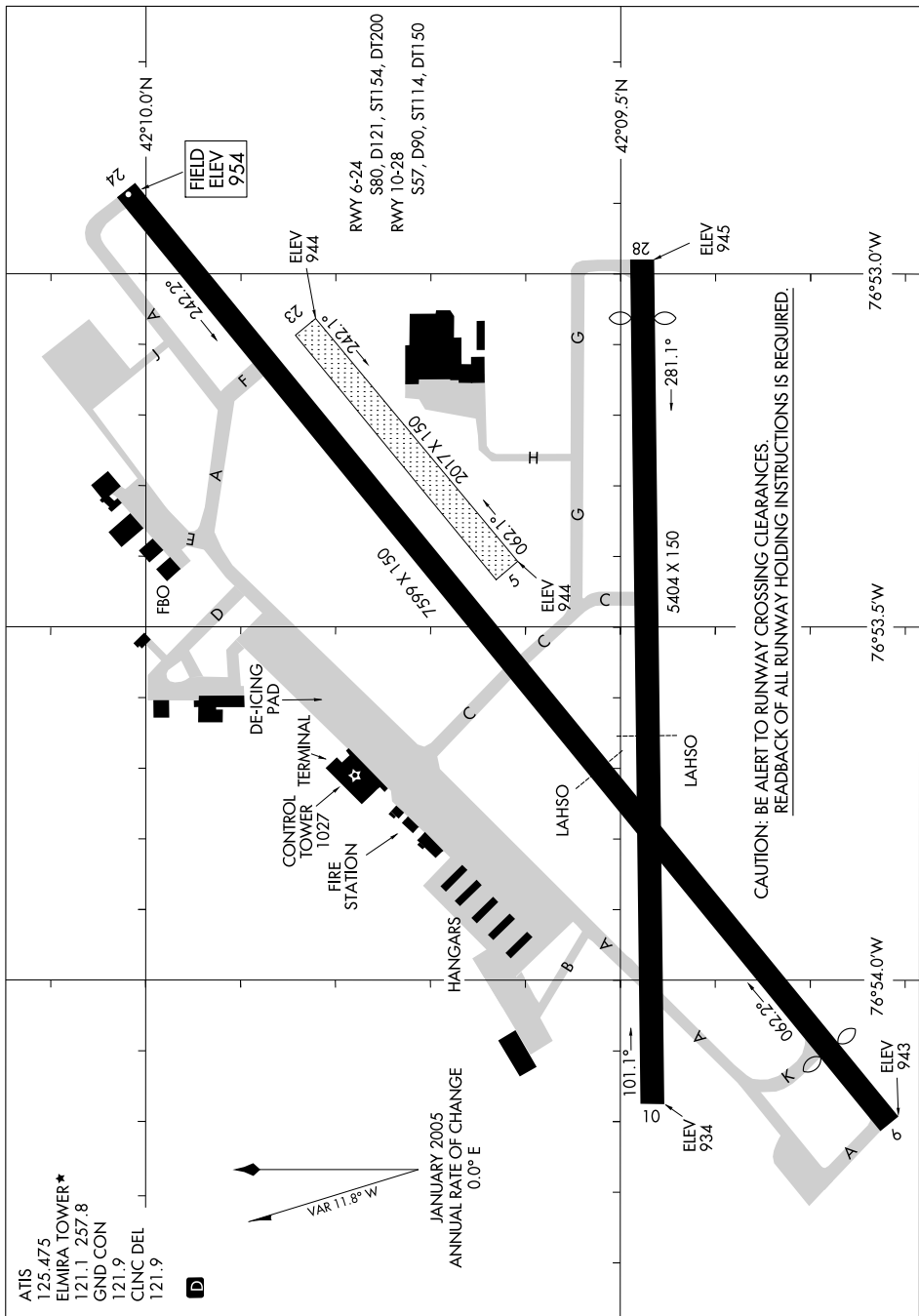


MIRL Rwy 4-22 **L**
REIL Rwy 4-22

AIRPORT DIAGRAM

AL-131 (FAA)

ELMIRA/CORNING RGNL (ELM)
ELMIRA, NEW YORK



NE-2, 22 OCT 2009 to 19 NOV 2009

ELMIRA TWO DEPARTURE

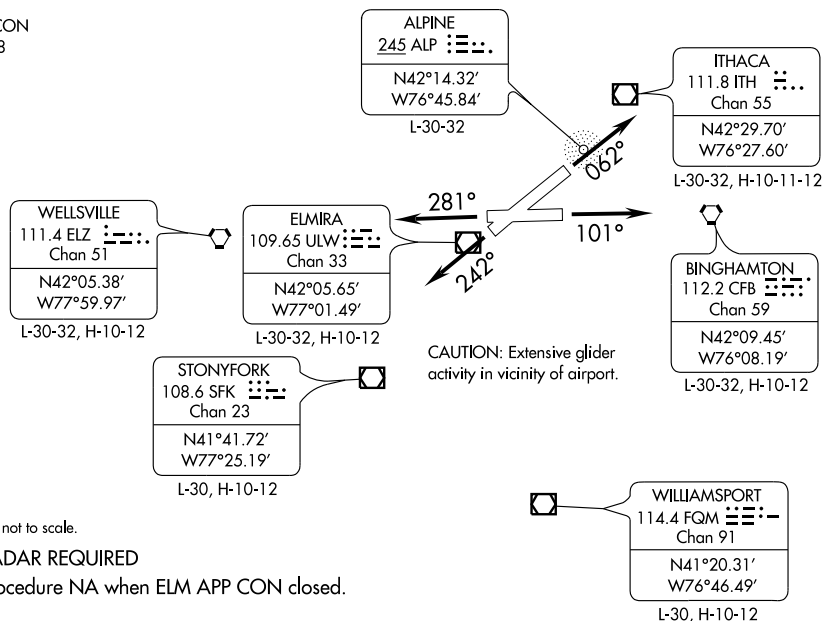
SL-131 (FAA)

ELMIRA/CORNING RGNL (ELM)
ELMIRA, NEW YORK

ATIS 125.475
CLNC DEL
121.9
GND CON
121.9
ELMIRA TOWER ★
121.1 257.8
ELMIRA DEP CON
119.45 257.8

TAKE-OFF MINIMUMS:

Rwy 5, 23, NA - ATC.
Rwy 6, 600-2¾ or STANDARD with minimum climb of 325' per NM to 1700.
Rwy 10, STANDARD with minimum climb of 449' per NM to 1600.
Rwy 24, STANDARD with minimum climb of 423' per NM to 2400.
Rwy 28, STANDARD with minimum climb of 636' per NM to 2100.



NOTE: Chart not to scale.

NOTE: RADAR REQUIRED

NOTE: Procedure NA when ELM APP CON closed.

TAKE-OFF OBSTACLES:

NOTE: Rwy 6: Multiple trees beginning 984' from DER, 228' left of centerline, up to 34' AGL/1023' MSL.

Multiple trees 2.1 NM from DER, 3938' left of centerline, up to 100' AGL/1499' MSL.

Multiple trees beginning 809' from DER, 102' right of centerline, up to 39' AGL/1028' MSL.

NOTE: Rwy 10: Poles and multiple trees beginning 551' from DER, 38' left of centerline, up to 49' AGL/998' MSL.

Pole and multiple trees beginning 130' from DER, 125' right of centerline, up to 63' AGL/1012' MSL.

NOTE: Rwy 24: Sign and Multiple Trees beginning 870' from DER, 528' left of centerline, up to 48' AGL/1006' MSL.

NOTE: Rwy 28: Multiple trees beginning 1341' from DER, 289' left of centerline, up to 73' AGL/1012' MSL.

Tower and multiple trees beginning 440' from DER, 472' right of centerline, up to 92' AGL/1031' MSL.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 06: Climb heading 062° to 4000, thence. . . .TAKE-OFF RUNWAY 24: Climb heading 242° to 4000, thence. . . .TAKE-OFF RUNWAY 10: Climb heading 101° to 4000, thence. . . .TAKE-OFF RUNWAY 28: Climb heading 281° to 4000, thence. . . .



. . . . Expect radar vectors to join assigned route/fix. Expect clearance to filed altitude 10 minutes after departure.

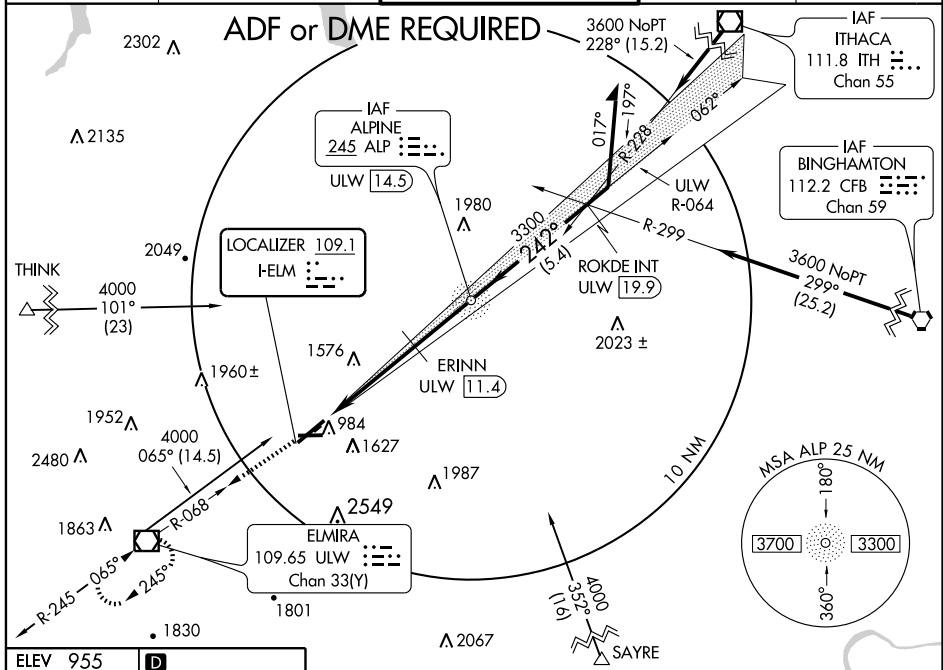
LOST COMMUNICATIONS: If radio contact is not established/lost within 2 minutes after departure, proceed on course and climb to 5000'. Ten minutes after departure, climb to filed altitude/flight level.

LOC I-ELM 109.1	APP CRS 242°	Rwy Idg 7599 TDZE 955 Apt Elev 955
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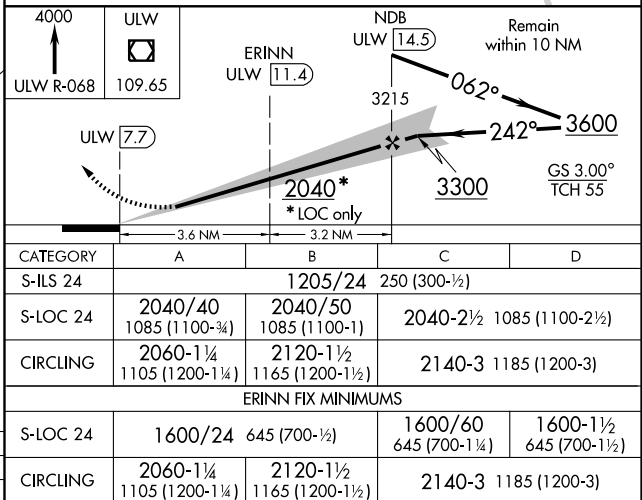
ILS or LOC RWY 24

ELMIRA/CORNING RGNL (ELM)

 DME from ULW VOR/DME.			MISSED APPROACH: Climb to 4000 via ULW R-068 to ULW VOR/DME and hold.	
ATIS 125.475	ELMIRA APP CON ★ 119.45 257.8	ELMIRA TOWER ★ 121.1 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95






FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

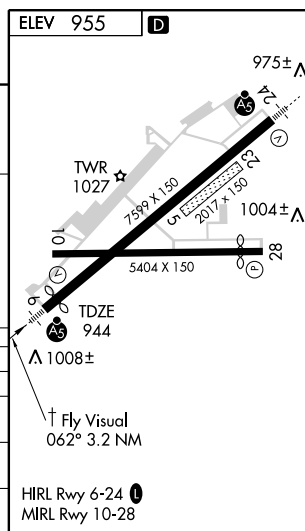
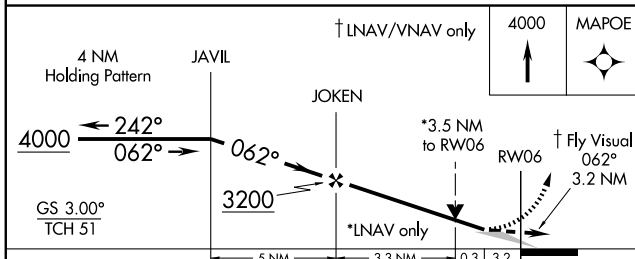
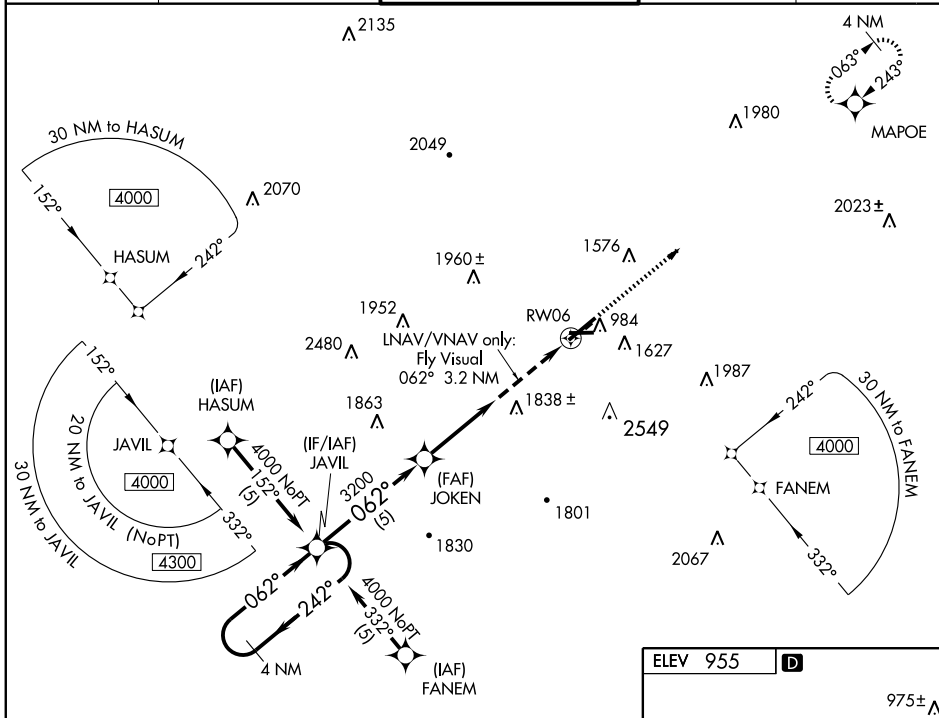


APP CRS 062°	Rwy Idg TDZE Apt Elev	6999 944 955
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RNAV (GPS) RWY 6
ELMIRA/CORNING RGNL (ELM)

 Inoperative table does not apply to LNAV/VNAV. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  NA Baro-VNAV NA below -16°C (4°F).	 MALSR	MISSED APPROACH: Climb to 4000 direct MAPOE WP and hold.
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ATIS 125.475	ELMIRA APP CON ★ 119.45 257.8	ELMIRA TOWER ★ 121.1 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
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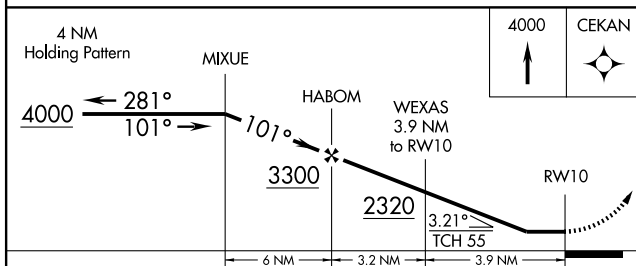
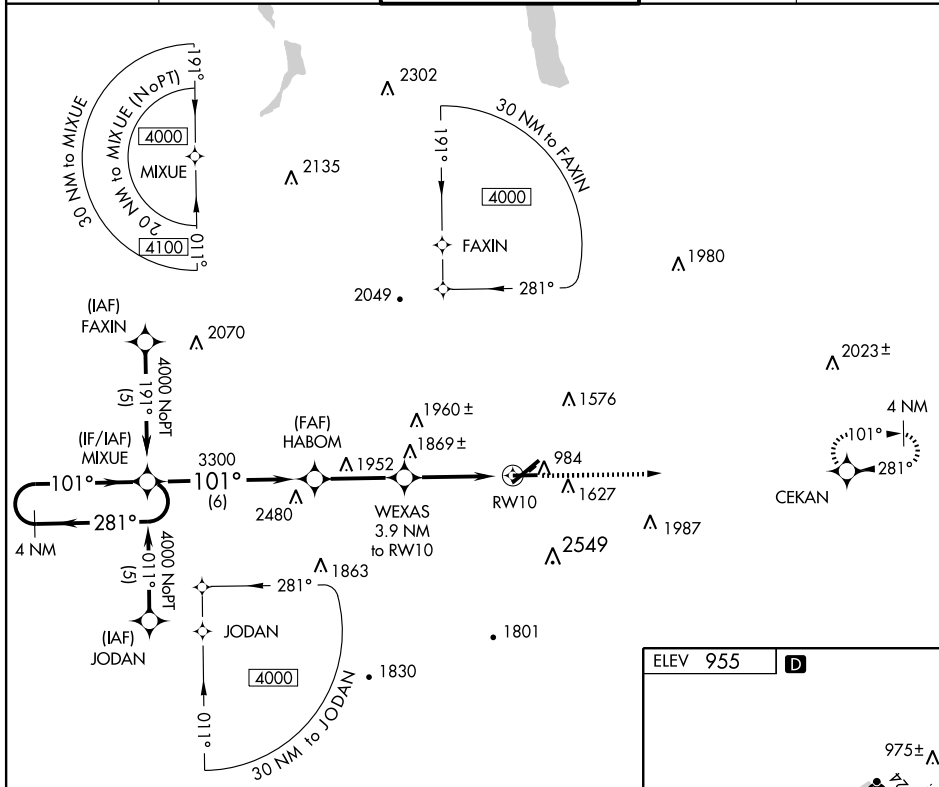
CATEGORY	A	B	C	D
GLS PA DA	NA			
INAV/ VNAV DA	2020-2 1076 (1100-2)		2020-3 1076 (1100-3)	
INAV MDA	2100-¾ 1156 (1200-¾)	2100-1 1156 (1200-1)	2100-2½ 1156 (1200-2½)	
CIRCLING	2100-2 1145 (1200-2)	2120-2 1165 (1200-2)	2140-3 1185 (1200-3)	

APP CRS 101°	Rwy Idg TDZE Apt Elev	5004 942 955
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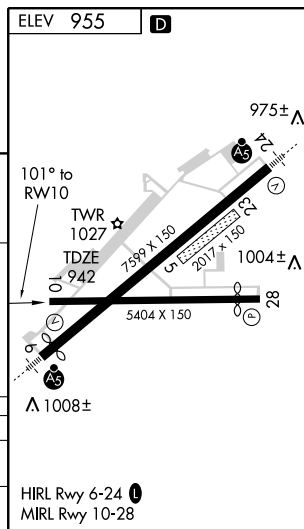
RNAV (GPS) RWY 10

 GPS or RNP-0.3 required.  NA DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 4000 direct CEKAN WP and hold.
--	--

ATIS 125.475	ELMIRA APP CON ★ 119.45 257.8	ELMIRA TOWER ★ 121.1 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
INAV MDA	2120-1¼ 1178 (1200-1¼)	2120-1½ 1178 (1200-1½)	2120-3	1178 (1200-3)
CIRCLING	2120-1¼ 1165 (1200-1¼)	2120-1½ 1165 (1200-1½)	2120-3	1165 (1200-3)



APP CRS 242°	Rwy Idg TDZE Apt Elev	7599 955 955
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RNAV (GPS) RWY 24

ELMIRA/CORNING RGNL (ELM)

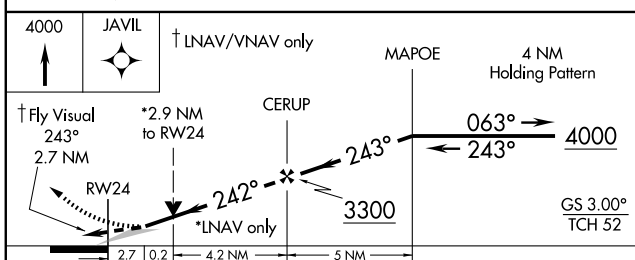
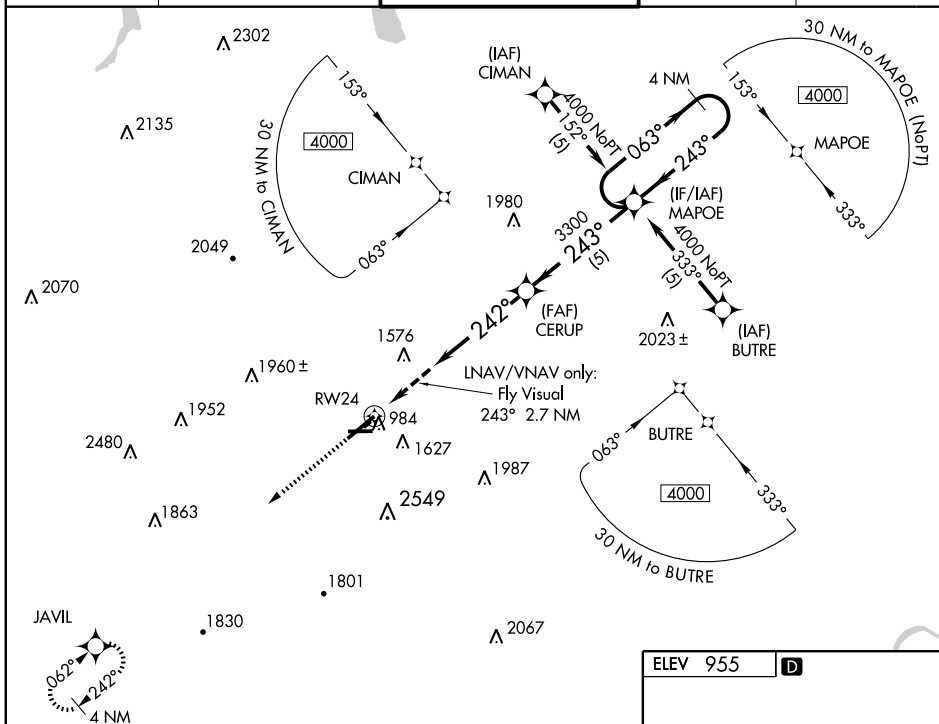
<p>▼</p> <p>▲ NA</p>	<p>Inoperative table does not apply to LNAV/VNAV. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F).</p>	<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 4000 direct JAVIL WP and hold.</p>
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ATIS
125.475

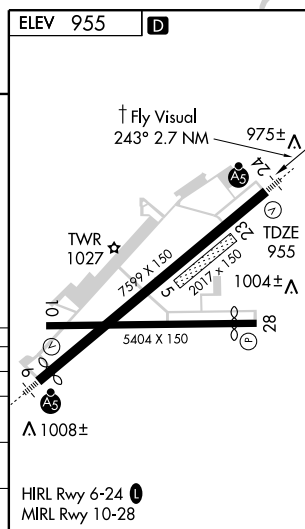
ELMIRA APP CON ★
119.45 257.8

ELMIRA TOWER ★
121.1 (CTAF) L 257.8

GND CON
121.9

UNICOM
122.95

CATEGORY	A	B	C	D
GLS PA DA	NA			
LNNAV/ VNAV DA	1860-2	905 (1000-2)	1860-2 $\frac{3}{4}$ 905 (1000-2 $\frac{3}{4}$)	1860-3 905 (1000-3)
LNNAV MDA	1920/40 965 (1000- $\frac{3}{4}$)	1920/50 965 (1000-1)	1920-2 $\frac{1}{2}$	965 (1000-2 $\frac{1}{2}$)
CIRCLING	2060-2 1105 (1200-2)	2120-2 1165 (1200-2)	2140-2 $\frac{3}{4}$ 1185 (1200-2 $\frac{3}{4}$)	2140-3 1185 (1200-3)



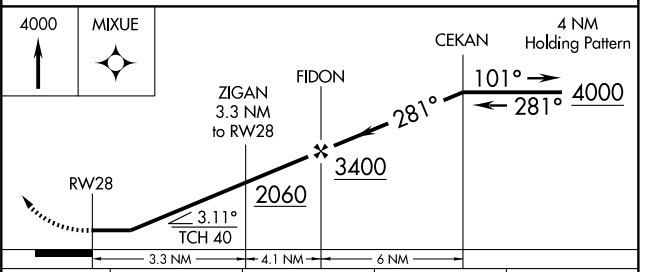
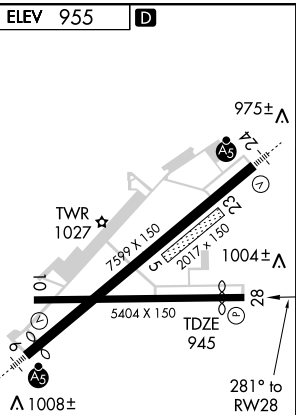
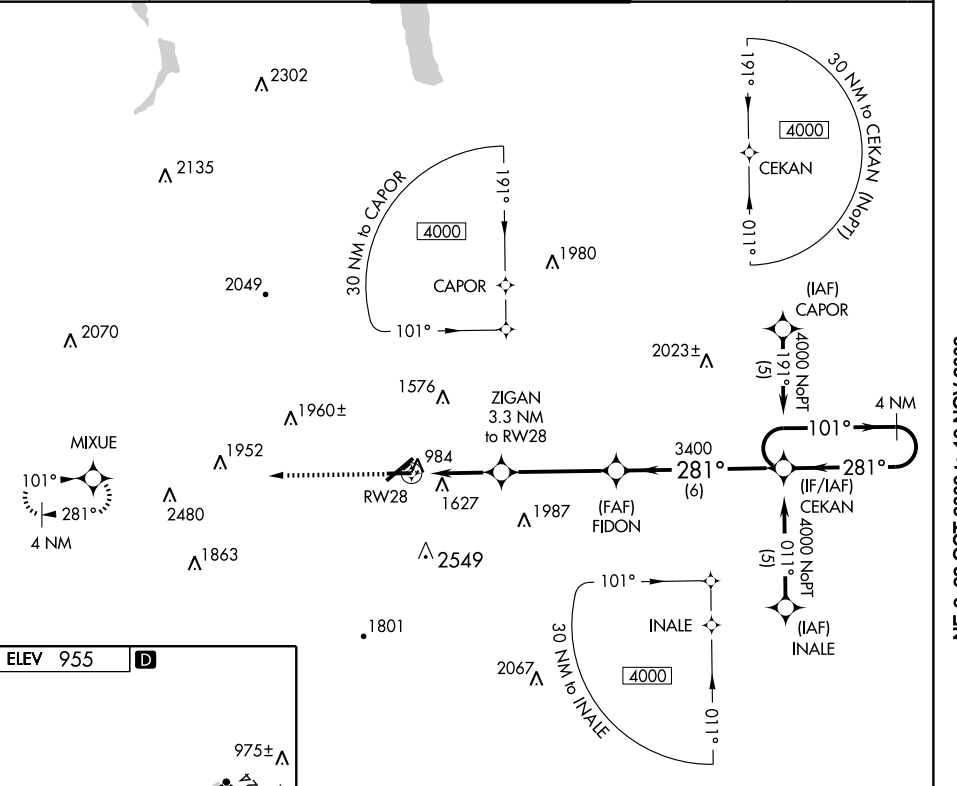
▼

NA

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct MIXUE WP and hold.

ATIS 125.475	ELMIRA APP CON ★ 119.45 257.8	ELMIRA TOWER ★ 121.1 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
LNAV MDA	1920-1¼ 975 (1000-1¼)	1920-1½ 975 (1000-1½)	1920-3 975 (1000-3)	
CIRCLING	2040-1¼ 1085 (1100-1¼)	2100-1½ 1145 (1200-1½)	2100-3 1145 (1200-3)	

HIRL Rwy 6-24 1

MIRL Rwy 10-28

NE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	3900
223°	TDZE	833
	Apt Elev	833

GPS RWY 21

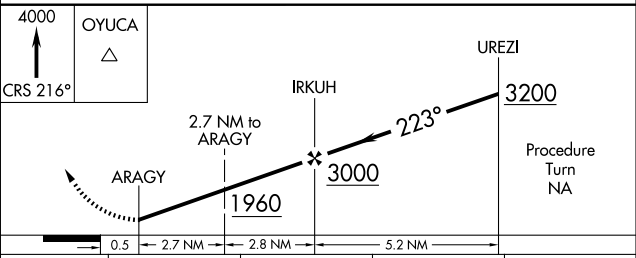
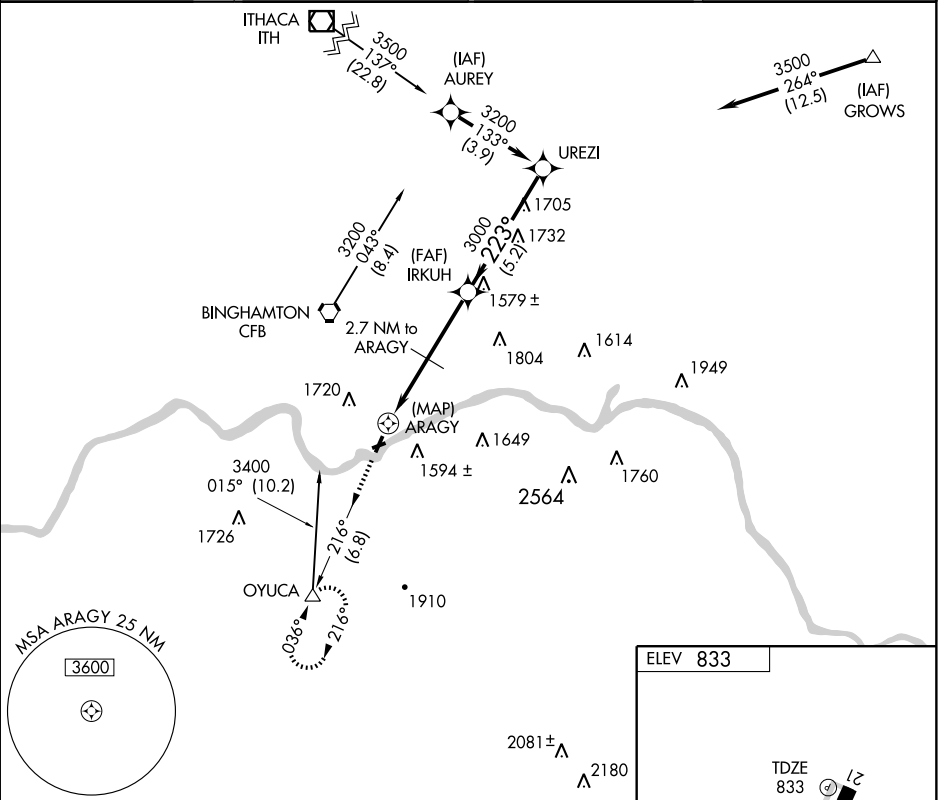
ENDICOTT/ TRI-CITIES (CZG)

▽
△ NA

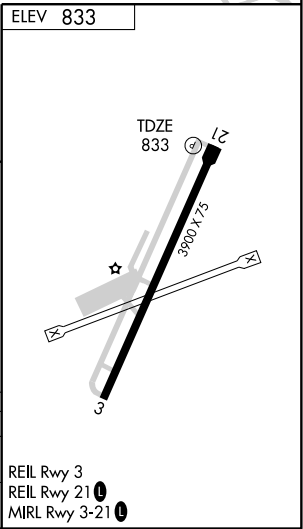
When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 140 feet, and S-21 Cat B/C visibility ¼ mile.
Circling to Rwy 3 NA at night.

MISSED APPROACH: Climb to 4000 via 216° course to OYUCA WP and hold.

AWOS-3 119.075	BINGHAMTON APP CON ★ 118.6 257.625	CLNC DEL 121.7	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
S-21	1720-1¼ 887 (900-1¼)	1720-2¾ 887 (900-2¾)	1720-2¾ 887 (900-2¾)	NA
CIRCLING	1940-1¼ 1107 (1200-1¼)	1960-1½ 1127 (1200-1½)	2040-3 1207 (1300-3)	NA



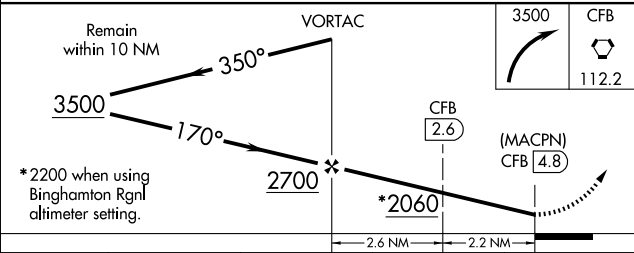
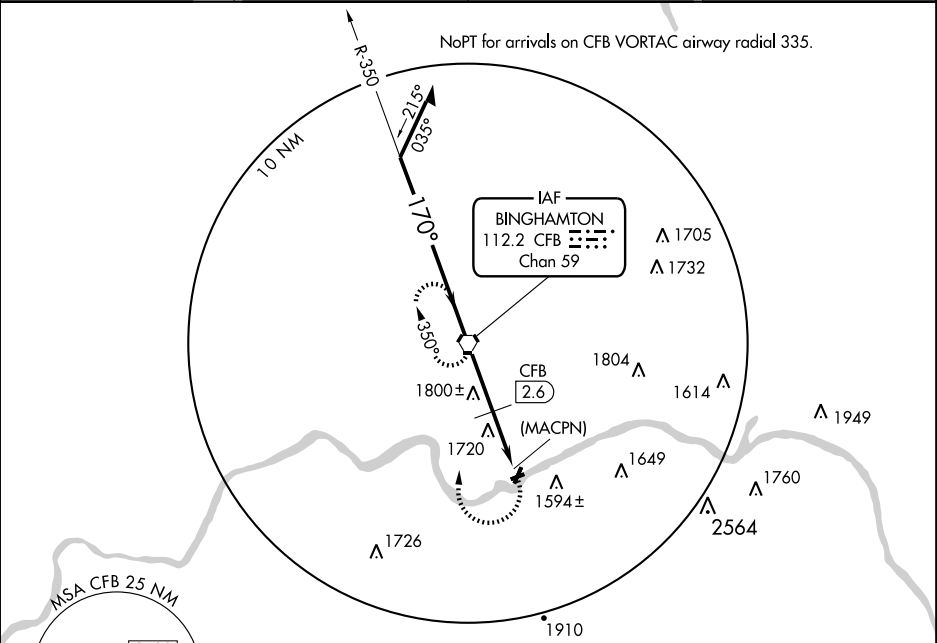
VORTAC CFB 112.2 Chan 59	APP CRS 170°	Rwy Idg TDZE Apt Elev N/A N/A 833
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VOR or GPS-A
ENDICOTT/ TRI-CITIES (CZG)

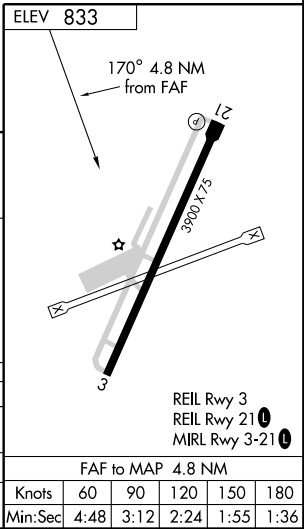
 When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 140 feet. Circling to Rwy 3 NA at night.

MISSED APPROACH: Climbing right turn to 3500 direct to CFB VORTAC and hold.

AWOS-3 119.075	BINGHAMTON APP CON ★ 118.6 257.625	CLNC DEL 121.7	UNICOM 122.8 (CTAF) 
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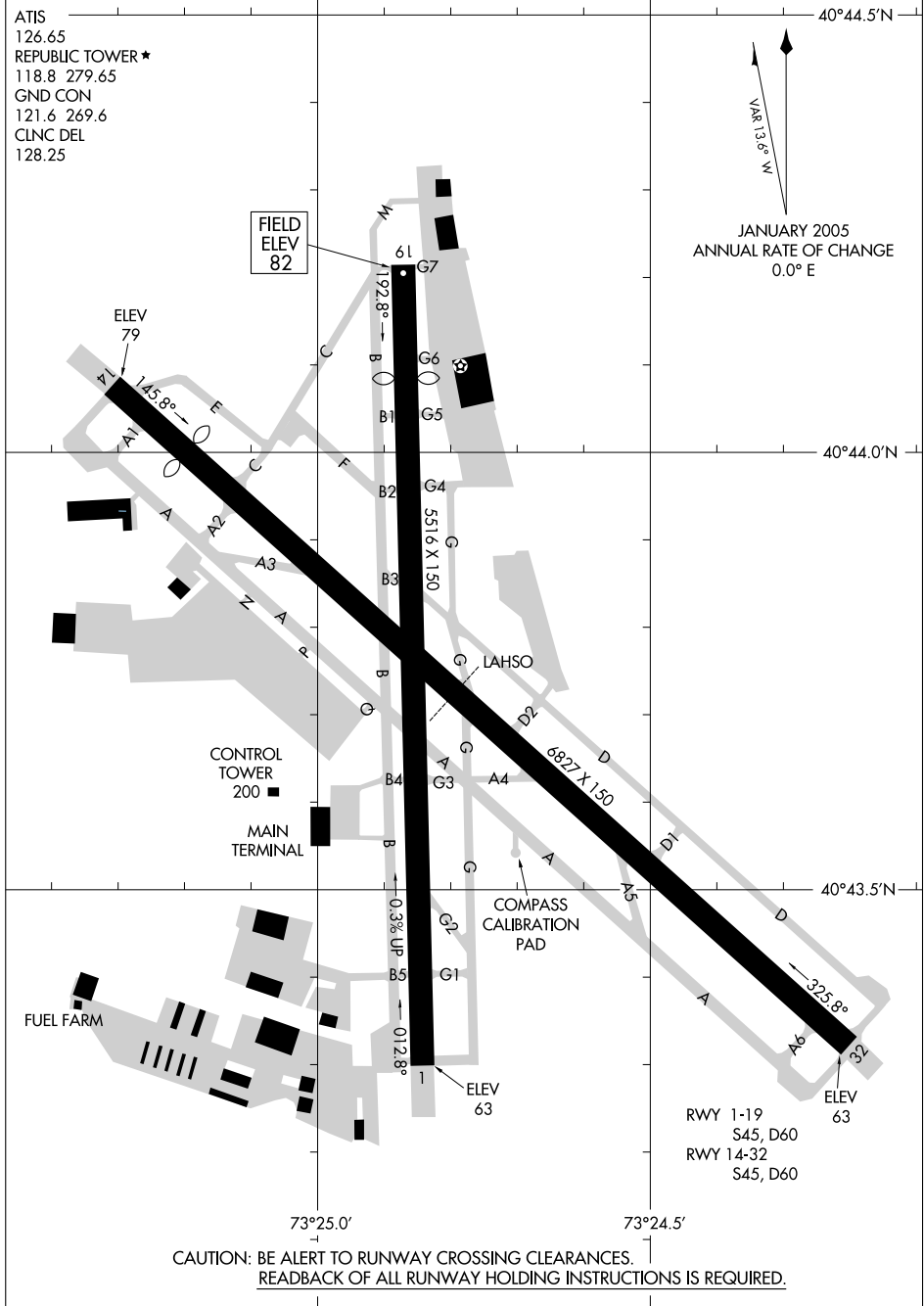


CATEGORY	A	B	C	D
CIRCLING	2060-1¼ 1227 (1300-1¼)	2060-1½ 1227 (1300-1½)	2060-3 1227 (1300-3)	NA
DME MINIMUMS				
CIRCLING	2000-1¼ 1167 (1200-1¼)	2000-1½ 1167 (1200-1½)	2040-3 1207 (1300-3)	NA



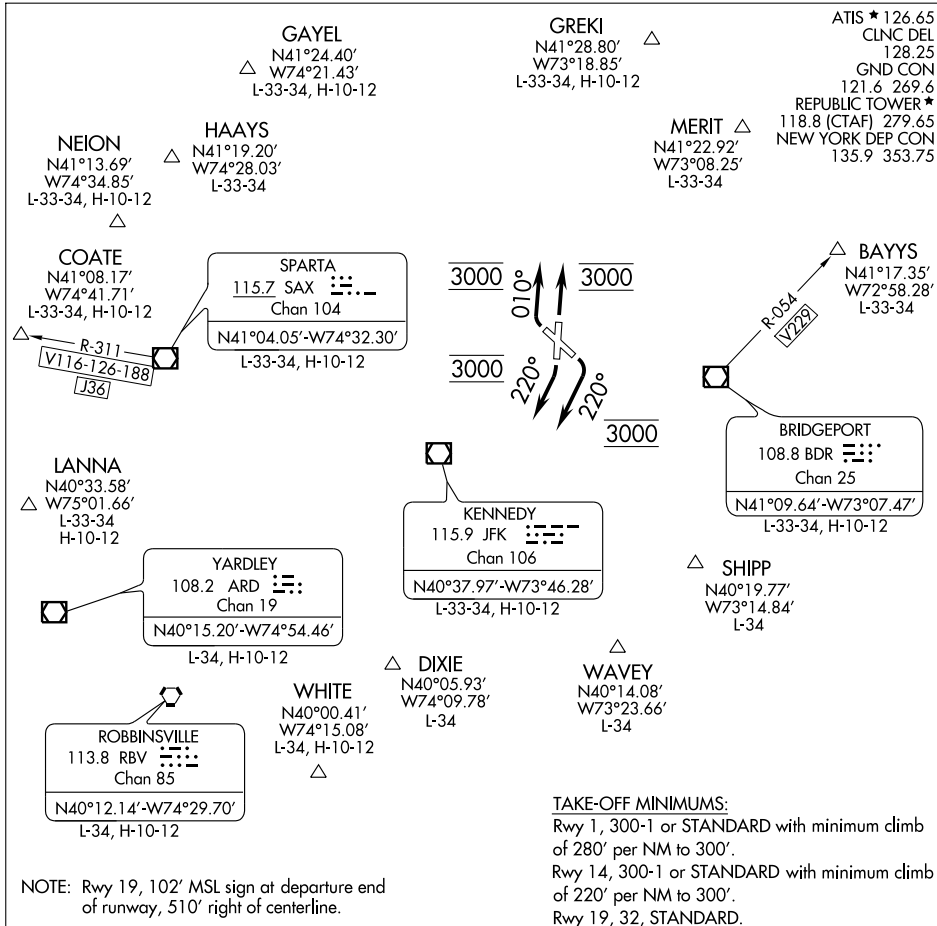
AIRPORT DIAGRAM

AL-704 (FAA)

FARMINGDALE / REPUBLIC (FRG)
FARMINGDALE, NEW YORK

NE-2, 22 OCT 2009 to 19 NOV 2009

FARMINGDALE THREE DEPARTURE

FARMINGDALE/REPUBLIC (F'RG)
FARMINGDALE, NEW YORK

NOTE: Rwy 19, 102' MSL sign at departure end of runway, 510' right of centerline.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1: Climb runway heading, maintain 3000 feet, then . . .

TAKE-OFF RUNWAY 14 and 19: Climb right heading 220°, maintain 3000 feet, then . . .

TAKE-OFF RUNWAY 32: Climb right heading 010°, maintain 3000 feet, then . . .

. . . via vector to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

BAYYS DEPARTURES: Expect vectors to BDR VOR/DME R-054 to BAYYS INT.

COATE DEPARTURES: Expect vectors to SAX VORTAC/SAX R-311 to COATE INT.

APP CRS	Rwy Idg	5516
013°	TDZE	72
	Apt Elev	82

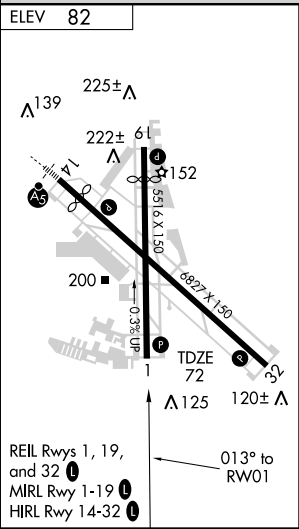
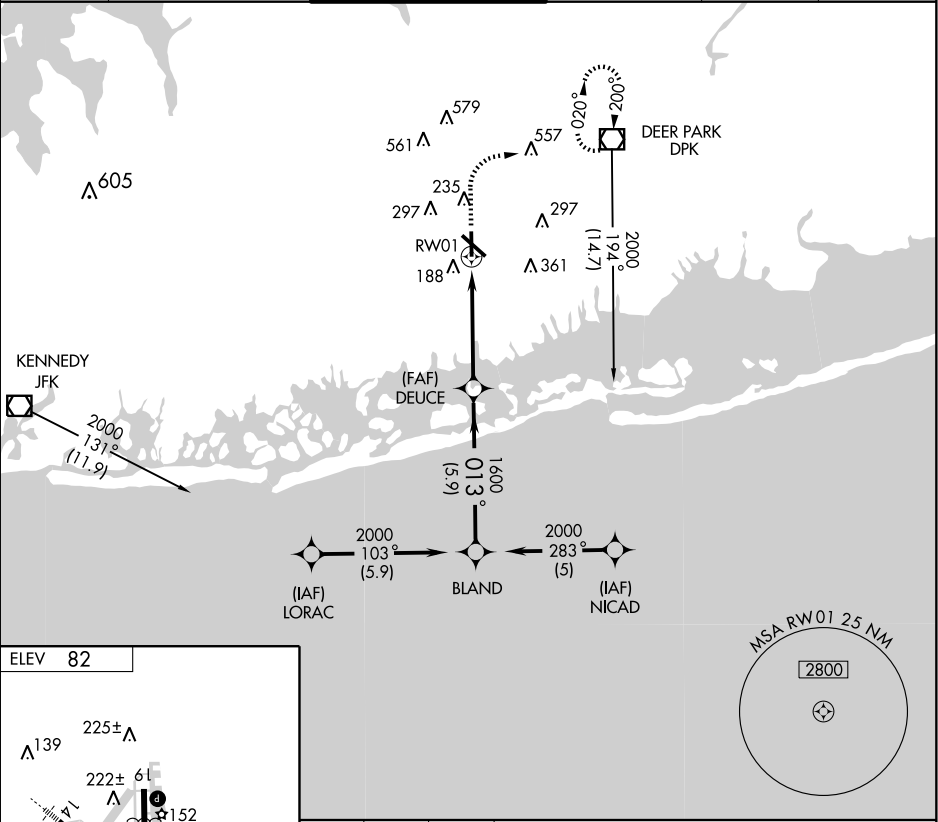
GPS RWY 1

FARMINGDALE/REPUBLIC (FRG)


NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct DPK VOR/DME and hold.

ATIS	NEW YORK APP CON	REPUBLIC TOWER ★	GND CON	CLNC DEL	UNICOM
126.65	127.4 269.0	118.8 (CTAF) 279.65	121.6 269.6	128.25	122.95



1000

3000

DPK

DEUCE

BLAND

2000

013°

1600

3.00°

TCH 35°

4.7 NM

5.9 NM

RW01

Procedure Turn NA

CATEGORY	A	B	C	D
S-1	480-1	408 (400-1)	480-1¼	408 (400-1¼)
CIRCLING	560-1 478 (500-1)	600-1 518 (600-1)	720-1¾ 638 (700-1¾)	720-2 638 (700-2)

APP CRS	Rwy Idg	6167
146°	TDZE	79
	Apt Elev	82

GPS RWY 14

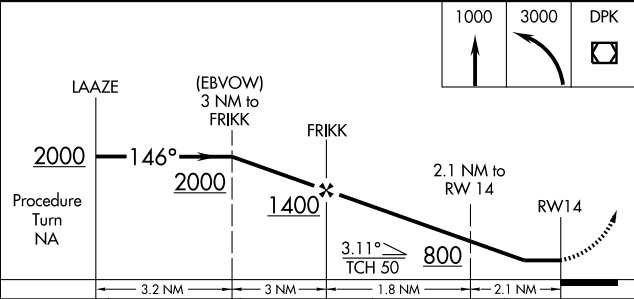
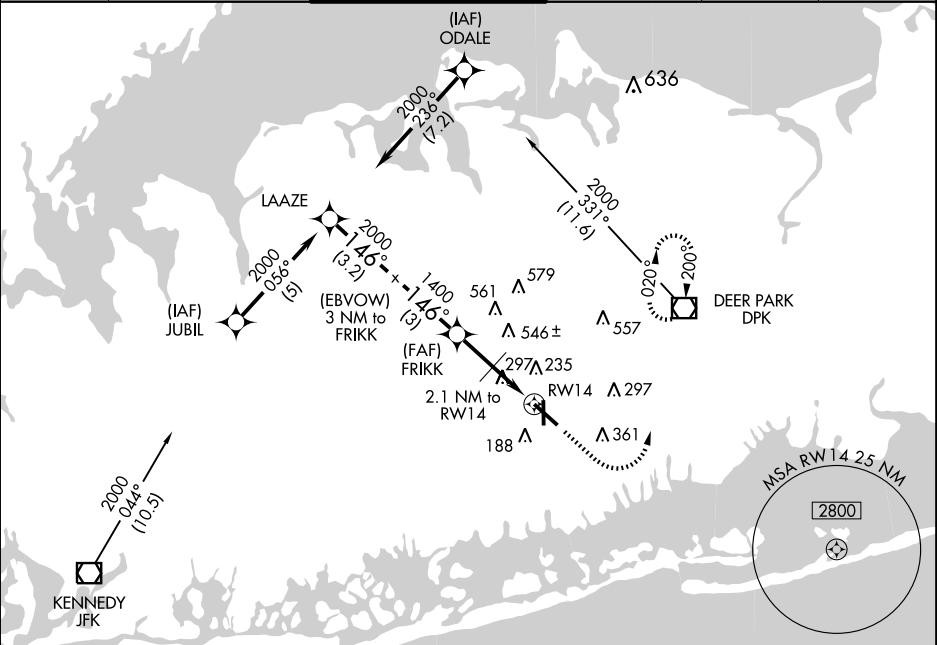
FARMINGDALE/REPUBLIC (FRG)

NA Inoperative table does not apply to S-14 Cat A and B.
For inoperative MALS, increase S-14 Cat C visibility to 1¼.

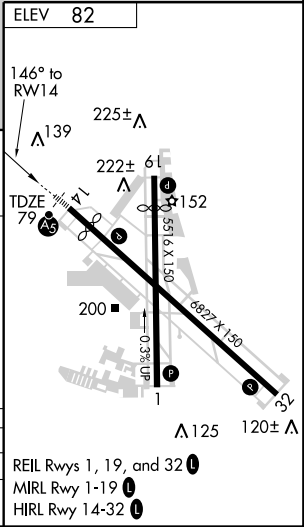
MALS

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct DPK VOR/DME and hold.

ATIS	NEW YORK APP CON	REPUBLIC TOWER ★	GND CON	CLNC DEL	UNICOM
126.65	127.4 269.0	118.8 (CTAF) 279.65	121.6 269.6	128.25	122.95



CATEGORY	A	B	C	D
S-14		560-1	481 (500-1)	
CIRCLING	560-1 478 (500-1)	600-1 518 (600-1)	720-1¾ 638 (700-1¾)	720-2 638 (700-2)



REIL Rws 1, 19, and 32
MIRL Rwy 1-19
HIRL Rwy 14-32

APP CRS	Rwy Idg	4727
193°	TDZE	79
	Apt Elev	82

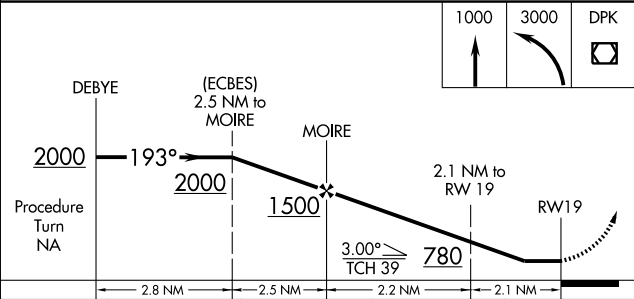
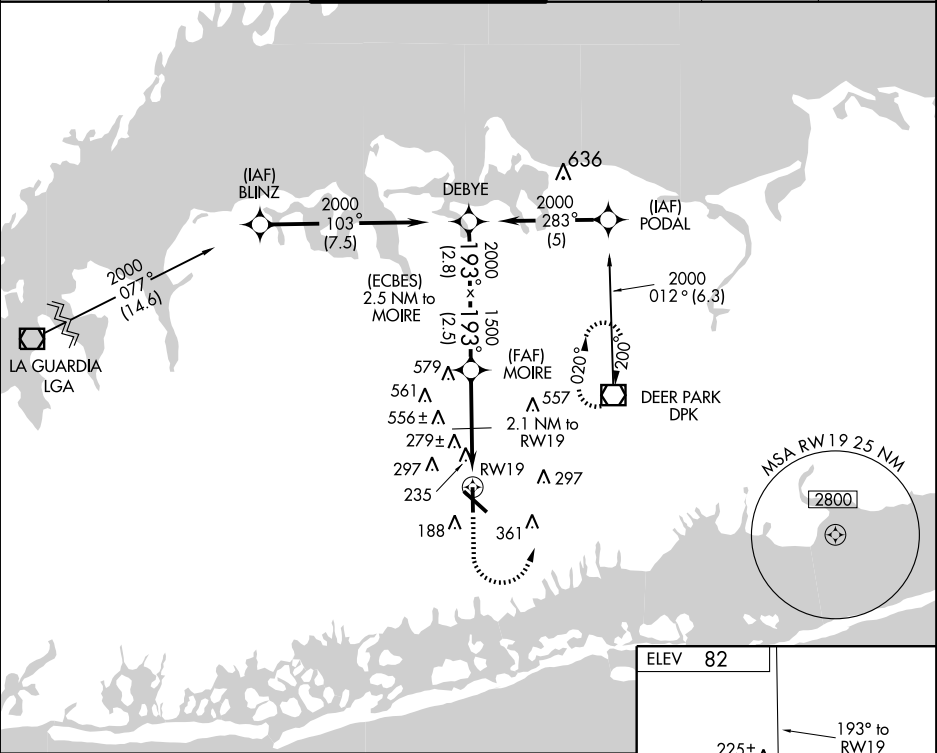
GPS RWY 19

FARMINGDALE/REPUBLIC (FRG)

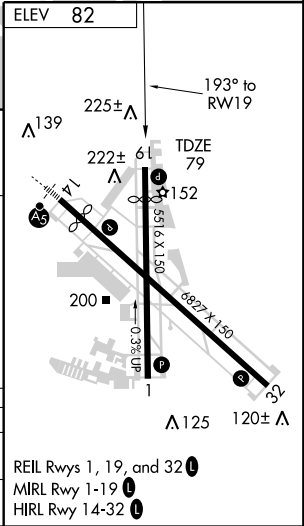

NA

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct DPK VOR/DME and hold.

ATIS	NEW YORK APP CON	REPUBLIC TOWER ★	GND CON	CLNC DEL	UNICOM
126.65	127.4 269.0	118.8 (CTAF) 279.65	121.6 269.6	128.25	122.95



CATEGORY	A	B	C	D
S-19	540-1	461 (500-1)	540-1¼ 461 (500-1¼)	540-1½ 461 (500-1½)
CIRCLING	560-1 478 (500-1)	600-1 518 (600-1)	720-1¾ 638 (700-1¾)	720-2 638 (700-2)



ILS RWY 14

FARMINGDALE/REPUBLIC (FRG)

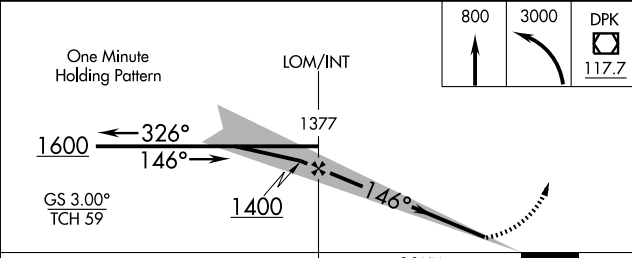
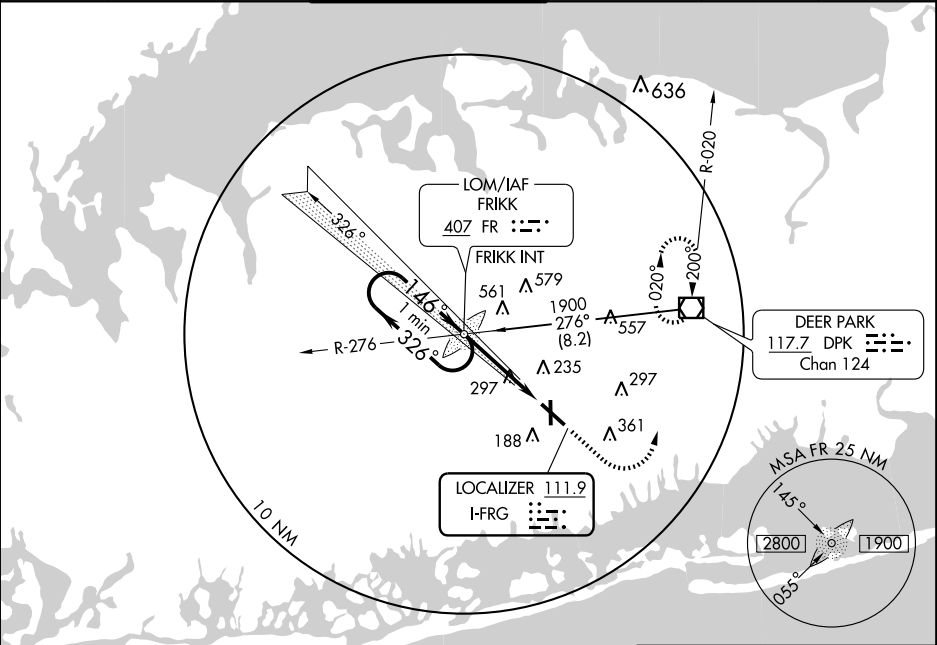
LOC I-FRG	APP CRS	Rwy Idg TDZE	6167
111.9	146°	Apt Elev	79
			82

▼ Inoperative table does not apply to S-ILS 14 and S-LOC 14
▲ Cat A/B. For inoperative MALSR, increase S-LOC 14
Cat C visibility to 1¼.

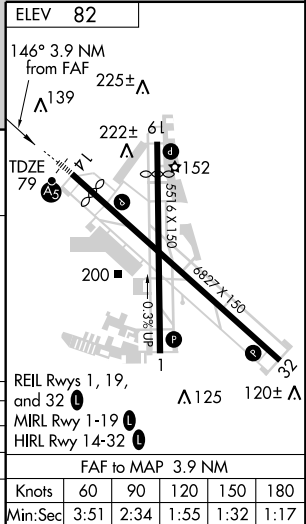


MISSED APPROACH: Climb to 800 then climbing
left turn to 3000 direct DPK VOR/DME and hold.

ATIS	NEW YORK APP CON	REPUBLIC TOWER ★	GND CON	CLNC DEL	UNICOM
126.65	127.4 269.0	118.8 (CTAF) 279.65	121.6 269.6	128.25	122.95



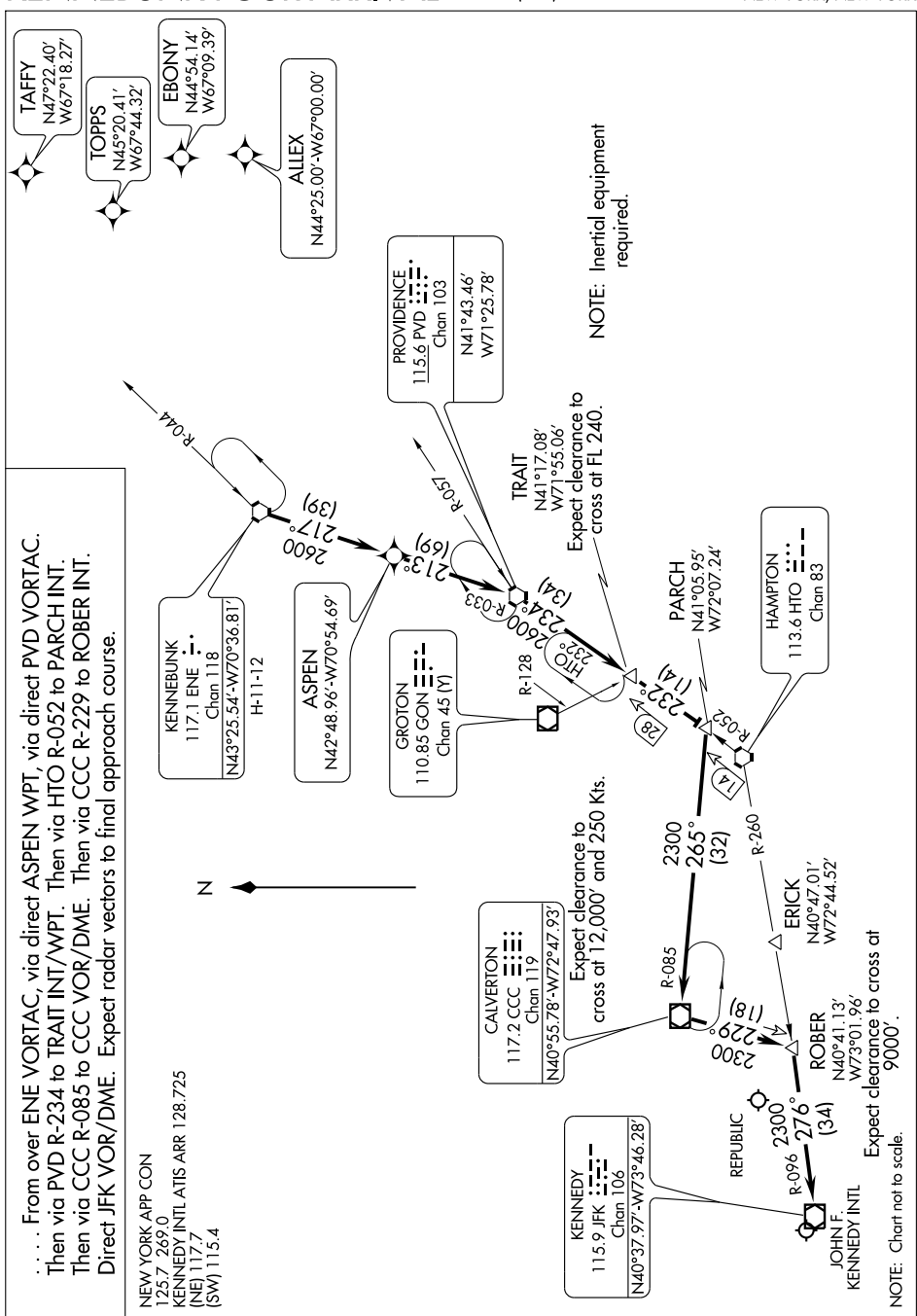
CATEGORY	A	B	C	D
S-ILS 14		329-1	250 (300-1)	
S-LOC 14		560-1	481 (500-1)	
CIRCLING	560-1 478 (500-1)	600-1 518 (600-1)	720-1¾ 638 (700-1¾)	720-2 638 (700-2)



KENNEBUNK FOUR ARRIVAL

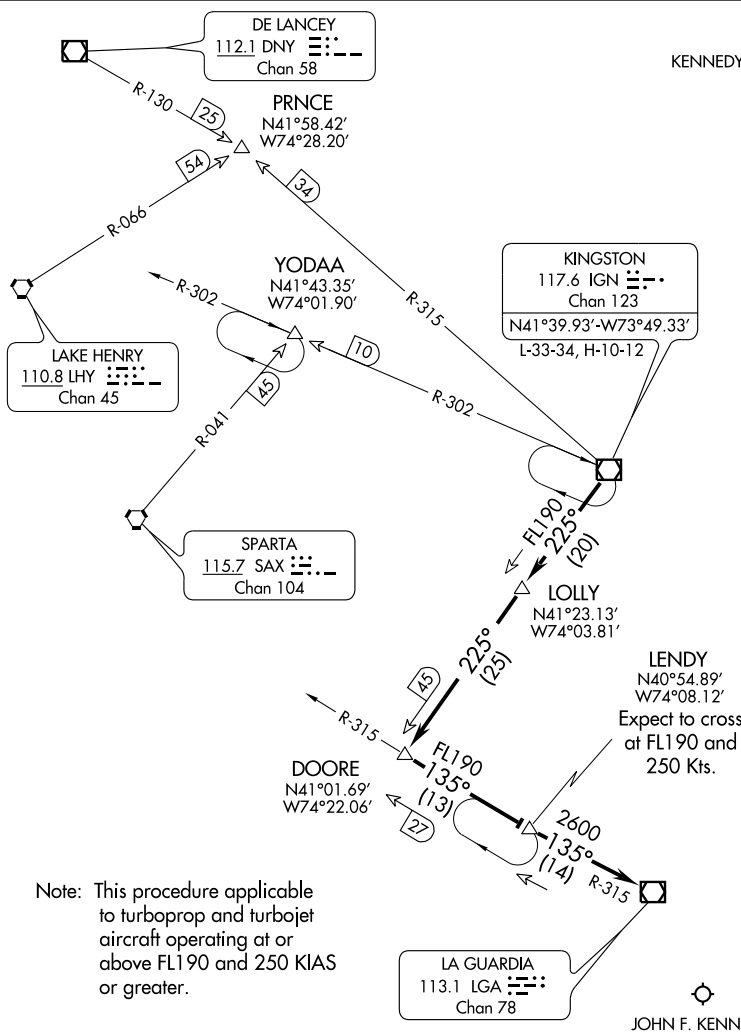
ST-610 (FAA)

NEW YORK, NEW YORK



KINGSTON EIGHT ARRIVAL

NEW YORK, NEW YORK



Note: This procedure applicable to turboprop and turbojet aircraft operating at or above FL190 and 250 KIAS or greater.

DME REQUIRED

NOTE: Chart not to scale.

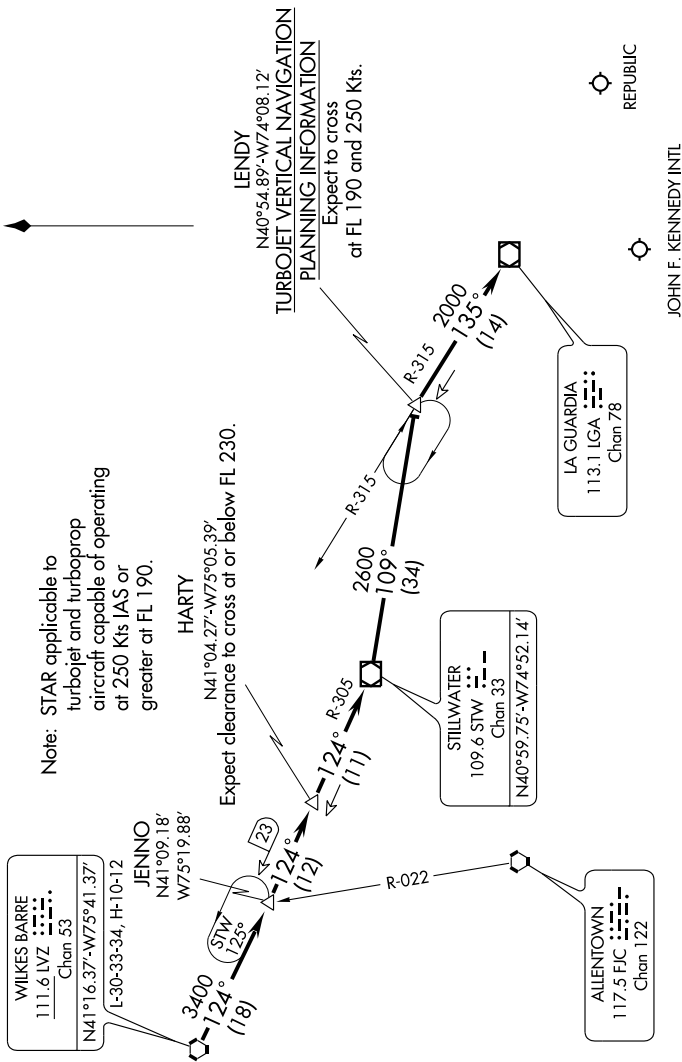
ARRIVAL ROUTE DESCRIPTION

From over IGN VOR/DME via IGN R-225 to DOORE INT (MEA FL190), then via LGA R-315 to LENDY/14 DME (MEA FL190), then via LGA R-315 to LGA VOR/DME (MEA 2600). Expect radar vectors to final approach course after LGA VOR/DME.

LENDY FIVE ARRIVAL

NEW YORK, NEW YORK

NEW YORK APP CON
127.4 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7 (SW) 115.4
REPUBLIC ATIS
126.65



NOTE: Chart not to scale.

From over LVZ VORTAC via LVZ R-124 and STW R-305 to STW VOR/DME, then from STW VOR/DME via STW R-109 to LENDY INT via LGA R-315 to LGA VOR/DME. Expect radar vectors to final approach course after LGA VOR/DME.

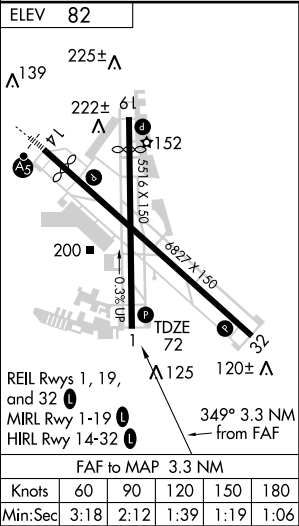
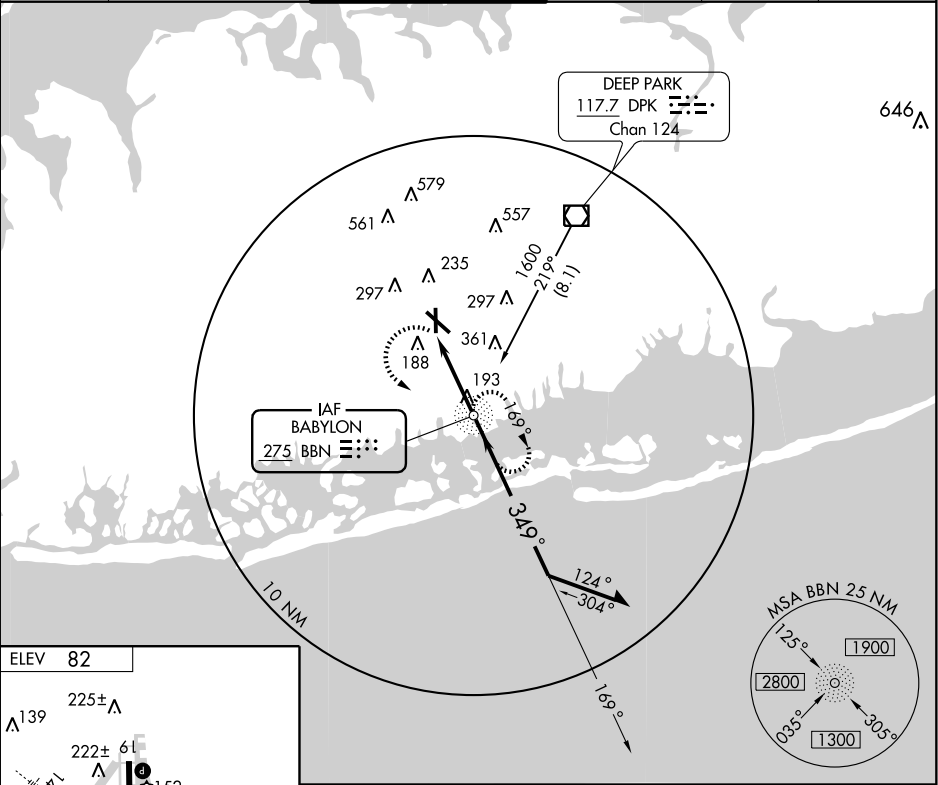
NE-2, 22 OCT 2009 to 19 NOV 2009

NDB BBN	APP CRS	Rwy Idg	5516
275	349°	TDZE	72
		Apt Elev	82

NDB RWY 1
FARMINGDALE/REPUBLIC (FRG)

ATIS 126.65		NEW YORK APP CON 127.4 269.0		REPUBLIC TOWER ★ 118.8 (CTAF) 279.65		GND CON 121.6 269.6		CLNC DEL 128.25		UNICOM 122.95	
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MISSED APPROACH: Climbing left turn
to 1600 direct BBN NDB and hold.

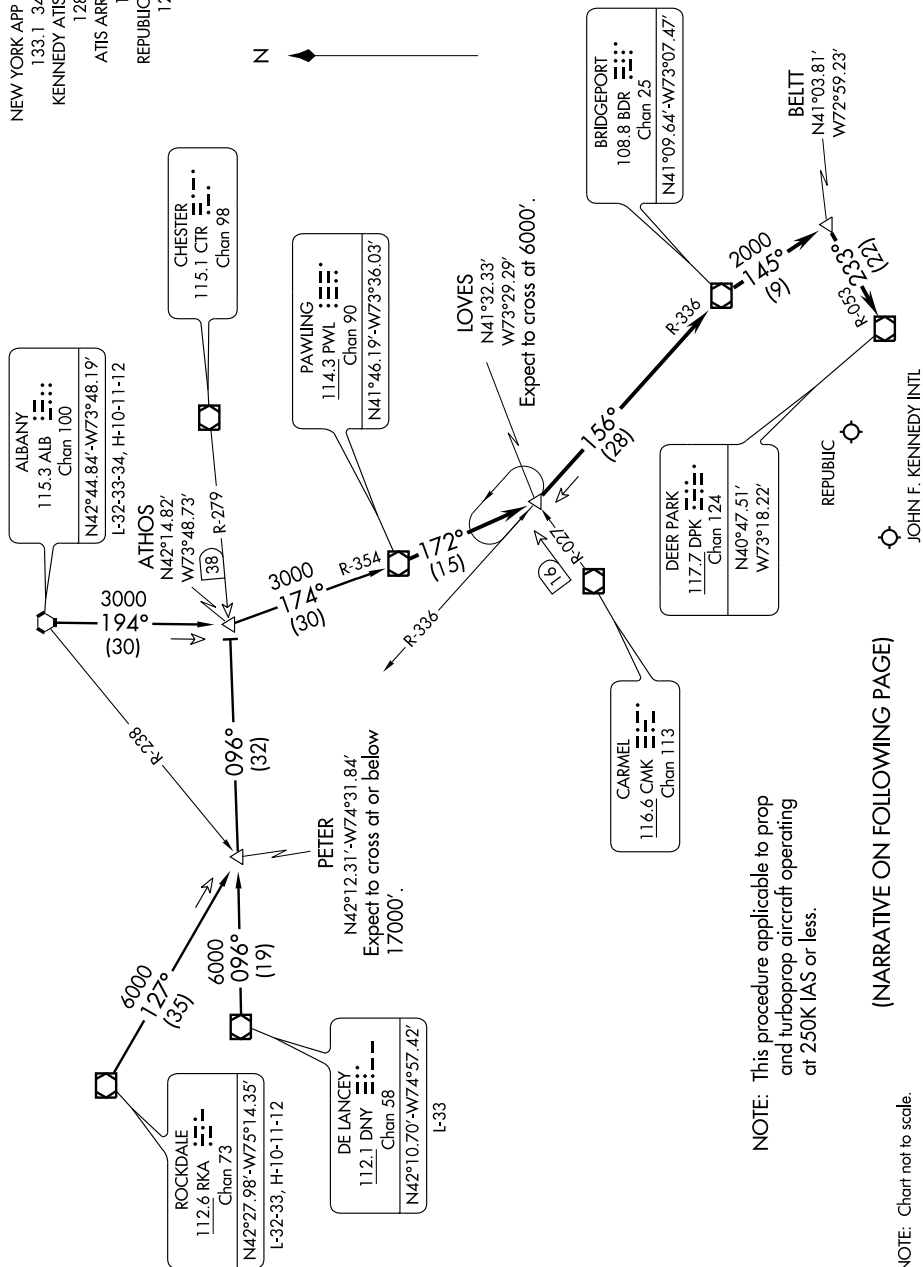


1600 BBN 275		NDB		Remain within 10 NM	
1600		169°		1600	
349°		1100		2.90° TCH 35	
3.3 NM		CATEGORY		A	
S-1		540-1		468 (500-1)	
CIRCLING		560-1		600-1	
478 (500-1)		518 (600-1)		720-1¾	
638 (700-1¾)		720-2		638 (700-2)	

PAWLING TWO ARRIVAL

NEW YORK, NEW YORK

NEW YORK APP CON
133.1 343.65
KENNEDY ATIS ARR
128.725
ATIS ARR (NE)
117.7
REPUBLIC ATIS
126.65



NOTE: This procedure applicable to prop and turboprop aircraft operating at 250K IAS or less.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-2, 22 OCT 2009 to 19 NOV 2009

JOHN F. KENNEDY INTL

PAWLING TWO ARRIVAL (PWL.PWL2)

NEW YORK, NEW YORK

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.PWL2): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

DELANCEY TRANSITION (DNY.PWL2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME.

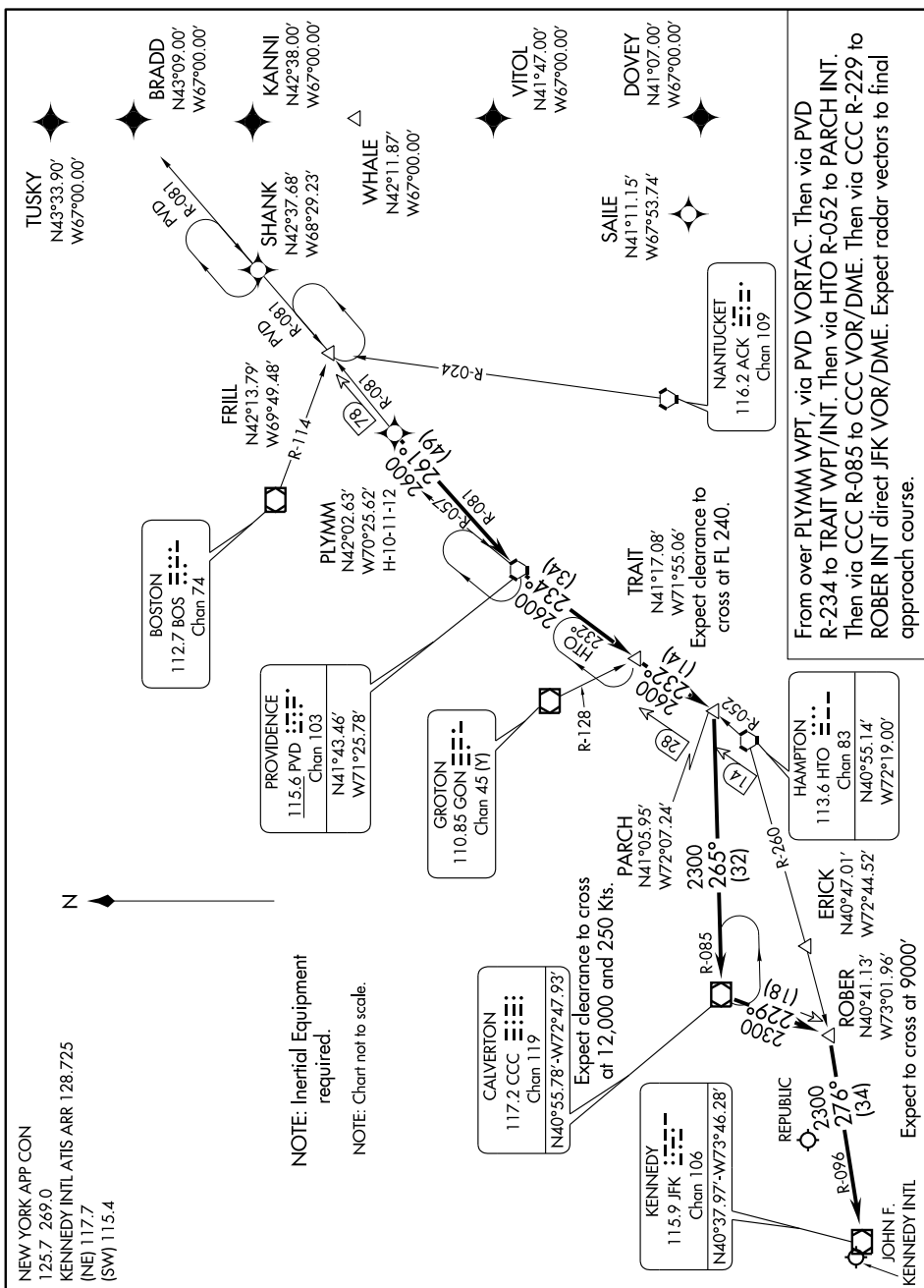
Thence. . . .

ROCKDALE TRANSITION (RKA.PWL2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to BDR VOR/DME. Then via BDR R-145 to BELTT INT (MEA 2000). Then via DPK R-053 to DPK VOR/DME.

PLYMOUTH FOUR ARRIVAL

NEW YORK, NEW YORK



VOR/DME GON	APP CRS	Rwy Idg	N/A
110.85	183°	TDZE	N/A
Chan 45 (Y)		Apt Elev	9

VOR or GPS-A

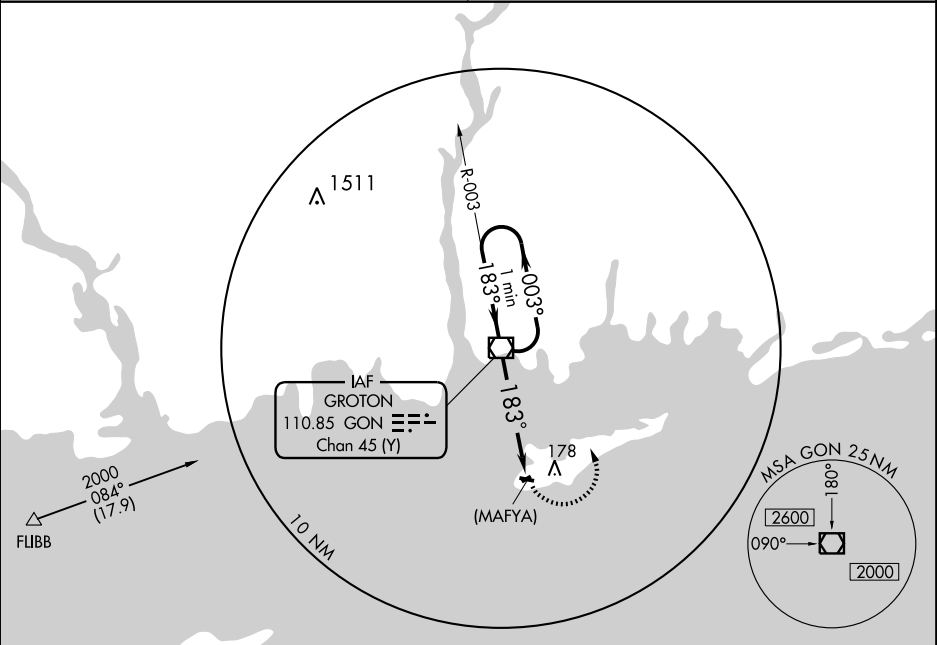
FISHERS ISLAND / ELIZABETH FIELD (ØB8)

▼
▲ NA Use Groton-New London altimeter setting; when not received, use Block Island State altimeter setting. Circling not authorized at night to Rwys 7 and 25.

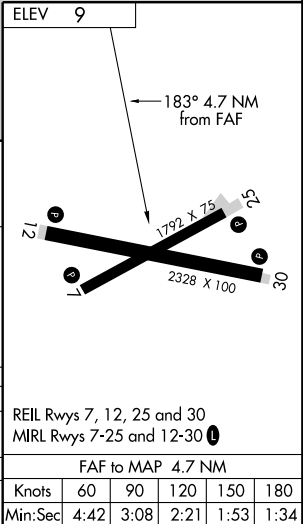
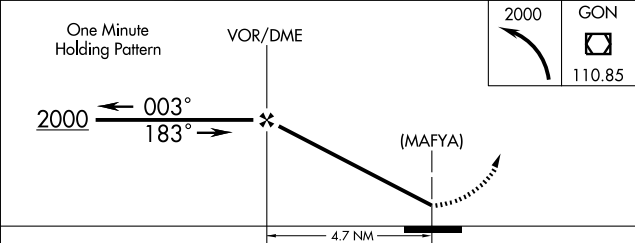
MISSED APPROACH: Climbing left turn to 2000 direct GON VOR/DME and hold.

PROVIDENCE APP CON ★
125.75 319.2

UNICOM
122.8 (CTAF) 0



NoPT for arrival on GON VOR/DME airway radial 024.



CATEGORY	A	B	C	D
CIRCLING	480-1	471 (500-1)	480-1½ 471 (500-1½)	NA
BLOCK ISLAND STATE ALTIMETER SETTING MINIMUMS				
CIRCLING	560-1	551 (600-1)	560-1½ 551 (600-1½)	NA

REIL Rwys 7, 12, 25 and 30
MIRL Rwys 7-25 and 12-30 0

FAF to MAP 4.7 NM

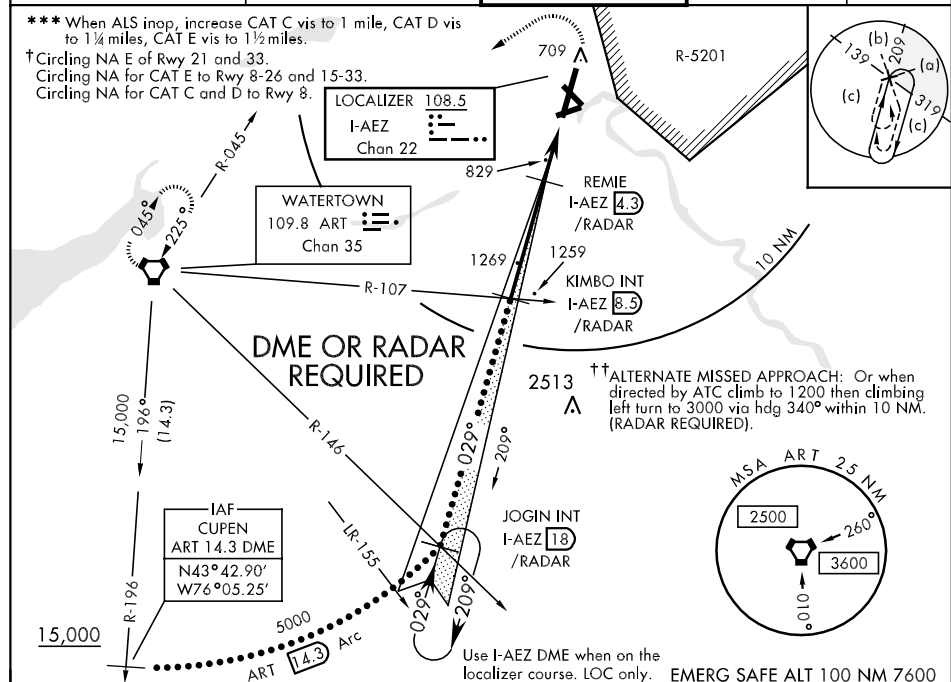
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

FORT DRUM, NEW YORK

LOC I-AEZ 108.5	APCH CRS 029°	Rwy Idg TDZE Arpt Elev 8634 685 688	JAL-5754 [USA]	WHEELER-SACK AAF (KGTB)
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<p>▲ When ALS inop, increase CAT CDE vis to $\frac{3}{4}$ mile.</p> <p>▲ When ALS inop, increase CAT C vis to $2\frac{1}{2}$ miles, CAT D vis to $2\frac{3}{4}$ miles, CAT E vis to 3 miles.</p>	<p>ALSF-1</p> <p>▲ MISSED APPROACH: Climb to 1200, then climbing left turn to 5000 direct ART VORTAC and hold, continue climb in hold to 5000.</p>
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ATIS 119.525	WHEELER-SACK APP CON 128.25 257.6	WHEELER-SACK TOWER 118.75 290.25	GND CON 121.9 229.8	ASR/PAR
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CUPEN

ART 14.3

R-196

JOGIN INT

I-AEZ 18

ART R-146 /RADAR

KIMBO INT

I-AEZ 8.5

ART R-107 /RADAR

1200

5000

ART

ELEV 688

15,000

5000

3000

3000

1560

4.2 NM

2.7 NM

GS 3.00°

TCH 66

ART 14.3 Arc

029°

LOC ONLY

1.6

CATEGORY

C

D

E

S-ILS 3 *

885 - ½

200 (200-½)

S-LOC 3 **

1560 - 2

875 (900-2)

1560 - 2 ¼

875 (900-2 ¼)

1560 - 2 ½

875 (900-2 ½)

CIRCLING †

1560 - 2 ½

872 (900-2 ½)

1560 - 2 ¾

872 (900-2 ¾)

1560 - 3

872 (900-3)

DME MINIMUMS

S-LOC 3 ***

1080 - ¾

395 (400-¾)

1080 - 1

395 (400-1)

CIRCLING †

1180 - 1 ½

492 (500-1 ½)

1240 - 2

552 (600-2)

1520 - 3

832 (900-3)

FAF to MAP 6.9 NM

Knots

120

140

160

180

200

Min:Sec

3:27

2:57

2:35

2:18

2:04

HIRL Rwy 3-21 and 15-33

MIRL Rwy 8-26

Rwy 3 Idg 8634'

763

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LOC I-GTB 108.5	APCH CRS 209°	Rwy Idg 10,000 TDZE 677 Arprt Elev 688	JAL-5754 [USA]	WHEELER-SACK AAF (KGTB)	
* When ALS inop, increase CAT CDE vis to $\frac{3}{4}$ mile. ** When ALS inop, increase CAT C vis to 1 mile, CAT DE vis to $1\frac{1}{4}$ miles.			ALS-1	† MISSED APPROACH: Climb to 1200, then climbing right turn to 5000 direct ART VORTAC and hold. Continue climb in hold to 5000.	
ATIS 119.525	WHEELER-SACK APP CON 128.25 257.6	WHEELER-SACK TOWER 118.75 290.25	GND CON 121.9 229.8	ASR/PAR	

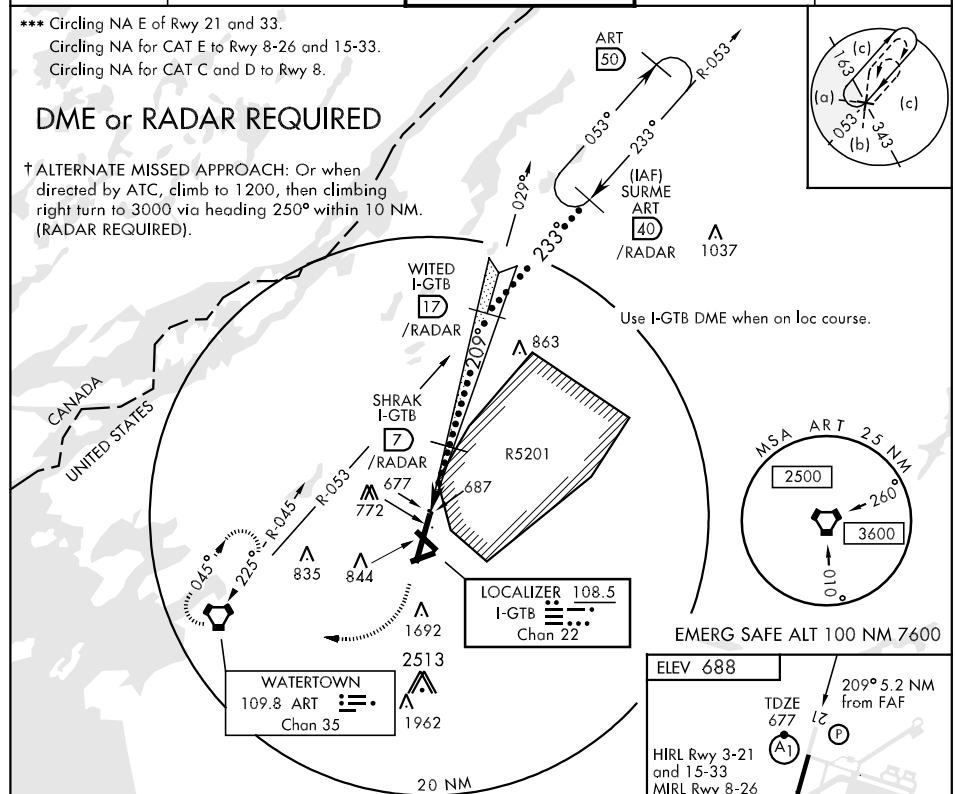
*** Circling NA E of Rwy 21 and 33.

Circling NA for CAT E to Rwy 8-26 and 15-33.

Circling NA for CAT C and D to Rwy 8.

DME or RADAR REQUIRED

† ALTERNATE MISSED APPROACH: Or when directed by ATC, climb to 1200, then climbing right turn to 3000 via heading 250° within 10 NM. (RADAR REQUIRED).



NE-22 OCT 2009 to 19 NOV 2009

1200	5000	ART	SHRAK I-GTB 7 /RADAR	WITED I-GTB 17 /RADAR	SURME ART 40 R-053 /RADAR
VGS and ILS glidepath not coincident			2400	2400	15,000
I-GTB 1.8			I-GTB 2.7	GS 3.00° TCH 43	
5.2 NM					
CATEGORY	C	D	E		
S-ILS 21*	877 - $\frac{1}{2}$	200	(200- $\frac{1}{2}$)		
S-LOC 21**	1020 $\frac{3}{4}$	343	(300- $\frac{3}{4}$)		
CIRCLING***	1180 - $1\frac{1}{2}$ 492 (500- $1\frac{1}{2}$)	1240 - 2 552 (600-2)	1520 - 3 832 (900-3)		

FORT DRUM, NEW YORK

44°03'N-75°43'W

Amdt 1 09239

WHEELER-SACK AAF (KGTB)

ELEV 688	209° 5.2 NM from FAF
HIRL Rwy 3-21 and 15-33	MIRL Rwy 8-26
876	763
10,000 x 150	4928 x 150
720	
Rwy 3 Idg 8634'	
FAF to MAP 5.2 NM	
Knots	120 140 160 180 200
Min:Sec	2:36 2:14 1:57 1:44 1:34

LOC I-AEZ 108.5	APCH CRS 029°	Rwy ldg TDZE Arprt Elev 8634 685 688
---------------------------	-------------------------	--

AL-5754 [USA]

WHEELER-SACK AAF (KGTB)

▼ When ALS inop, increase CAT ABCDE vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase CAT A vis to 1 mile, CAT B vis to $1\frac{1}{4}$ miles, CAT C vis to $2\frac{1}{2}$ miles, CAT D vis to $2\frac{3}{4}$ miles, and CAT E vis to 3 miles.

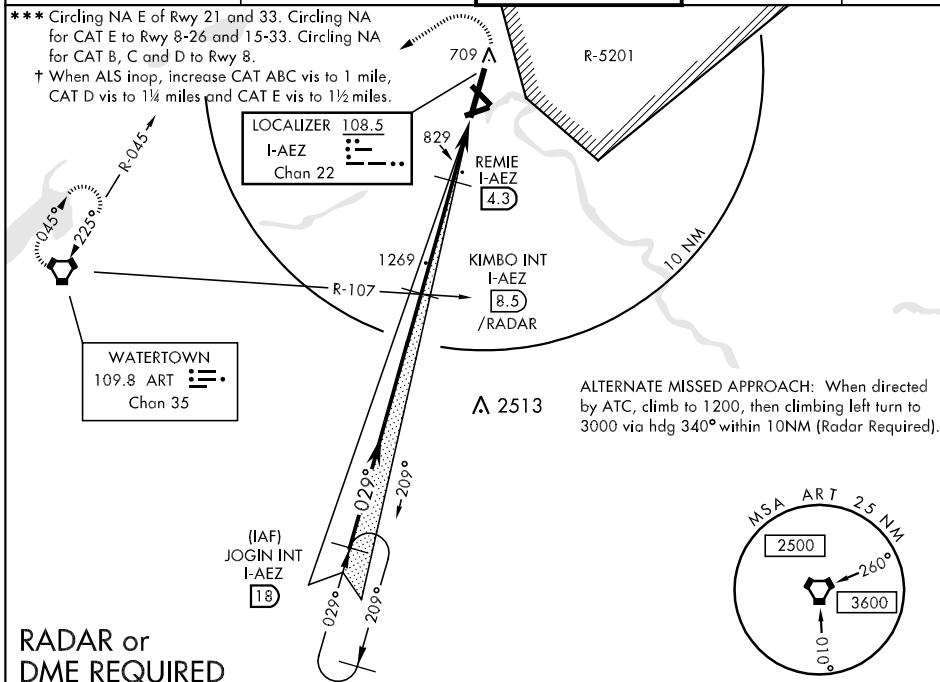


MISSED APPROACH: Climb to 1200, then climbing left turn to 5000 direct ART VORTAC and hold. Continue climb-in-hold to 5000.

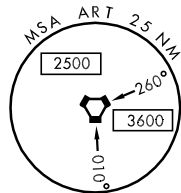
ATIS 119.525	WHEELER-SACK APP CON 128.25 257.6	WHEELER-SACK TOWER 118.75 290.25	GND CON 121.9 229.8	ASR/PAR
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*** Circling NA E of Rwy 21 and 33. Circling NA for CAT E to Rwy 8-26 and 15-33. Circling NA for CAT B, C and D to Rwy 8.

† When ALS inop, increase CAT ABC vis to 1 mile, CAT D vis to $1\frac{1}{4}$ miles and CAT E vis to $1\frac{1}{2}$ miles.



ALTERNATE MISSED APPROACH: When directed by ATC, climb to 1200, then climbing left turn to 3000 via hdg 340° within 10NM (Radar Required).



RADAR or
DME REQUIRED

JOGIN INT I-AEZ 18	KIMBO INT I-AEZ 8.5 /RADAR ART R-107 2992	1200	5000	ART	ELEV 688	12	P
← 209°	← 029°	← 029°	← 029°	← 029°	HIRL Rwy 3-21 and 15-33 MIRL Rwy 8-26 Rwy 3 ldg 8634'	876	763
5000	3000	1.1 NM to RWY 3	2.6	1.6	4501 x 150	4501 x 150	4501 x 150
GS 3.00° TCH 66	1560 LOC ONLY	6.9 NM			TDZE 685	720	
CATEGORY	A	B	C	D	E		
S-ILS 3 *		885- $\frac{1}{2}$	200 (200- $\frac{1}{2}$)				
S-LOC 3 **	1560- $\frac{1}{2}$ 875 (900- $\frac{1}{2}$)	1560- $\frac{3}{4}$ 875 (900- $\frac{3}{4}$)	1560-2 875 (900-2)	1560-2 $\frac{1}{4}$ 875 (900-2 $\frac{1}{4}$)	1560-2 $\frac{1}{2}$ 875 (900-2 $\frac{1}{2}$)		
***	1560-1 872 (900-1)	1560-1 $\frac{1}{4}$ 872 (900-1 $\frac{1}{4}$)	1560-2 $\frac{1}{2}$ 872 (900-2 $\frac{1}{2}$)	1560-2 $\frac{3}{4}$ 872 (900-2 $\frac{3}{4}$)	1560-3 872 (900-3)		
CIRCLING							
DME MINIMUMS							
S-LOC 3 †	1080- $\frac{1}{2}$ 395 (400- $\frac{1}{2}$)	1080- $\frac{3}{4}$ 395 (400- $\frac{3}{4}$)	1080-1 395 (400-1)				
***	1180-1 492 (500-1)	1180-1 $\frac{1}{2}$ 492 (500-1 $\frac{1}{2}$)	1240-2 552 (600-2)	1520-3 832 (900-3)			
CIRCLING							
						FAF to MAP 6.9 NM	
						Knots	60 90 120 150 180
						Min:Sec	6:54 4:36 3:27 2:46 2:18

LOC I-GBT 108.5	APCH CRS 209°	Rwy ldg 10,000 TDZE 677 Arpt Elev 688
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AL-5754 [USA]

WHEELER-SACK AAF (KGTB)

▼ * When ALS inop, increase CAT ABCDE vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase CAT ABC vis to 1 mile,
 CAT DE vis to $1\frac{1}{4}$ miles.



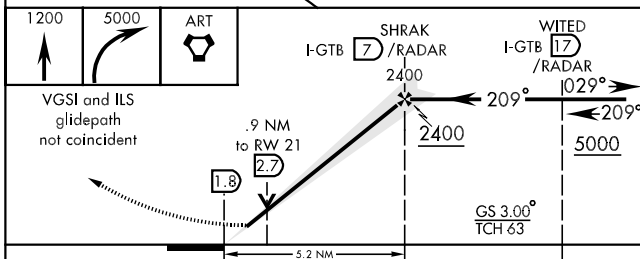
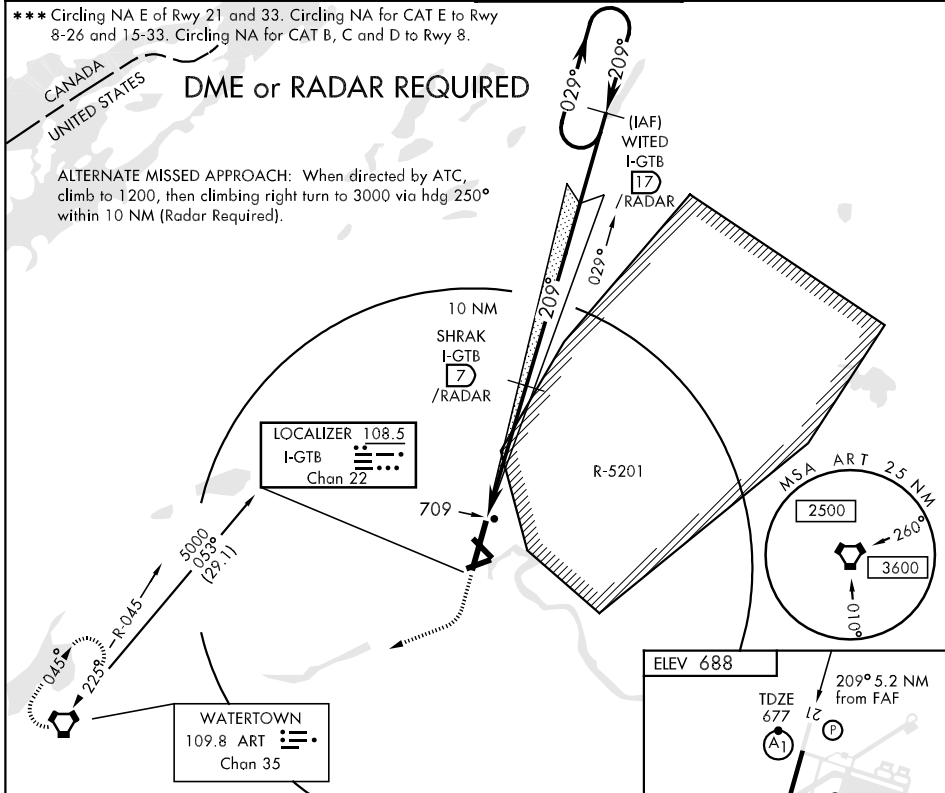
MISSED APPROACH: Climb to 1200, then climbing
 right turn to 5000 direct ART VORTAC and hold.
 Continue climb-in-hold to 5000.

ATIS 119.525	WHEELER-SACK APP CON 128.25 257.6	WHEELER-SACK TOWER 118.75 290.25	GND CON 121.9 229.8	ASR/PAR
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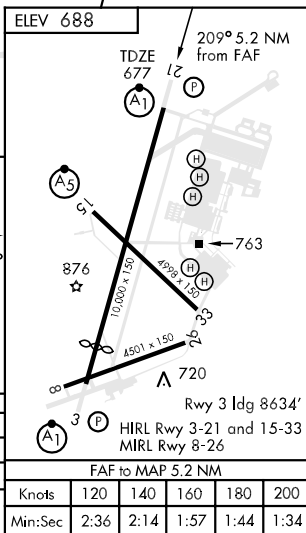
*** Circling NA E of Rwy 21 and 33. Circling NA for CAT E to Rwy
 8-26 and 15-33. Circling NA for CAT B, C and D to Rwy 8.

CANADA
 UNITED STATES
DME or RADAR REQUIRED

ALTERNATE MISSED APPROACH: When directed by ATC,
 climb to 1200, then climbing right turn to 3000 via hdg 250°
 within 10 NM (Radar Required).



CATEGORY	A	B	C	D	E
S-ILS 21 *	877- $\frac{1}{2}$		200	(200- $\frac{1}{2}$)	
S-LOC 21 **	1020- $\frac{1}{2}$ 343 (400- $\frac{1}{2}$)		1020- $\frac{3}{4}$ 343 (400- $\frac{3}{4}$)		
CIRCLING ***	1180-1 492 (500-1)		1180-1 $\frac{1}{2}$ 492 (500-1 $\frac{1}{2}$)	1240-2 552 (600-2)	1520-3 832 (900-3)



NDB GTB 257	APCH CRS 142°	Rwy ldg 4998 TDZE 687 Arpt Elev 688
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AL-5754 [USA]

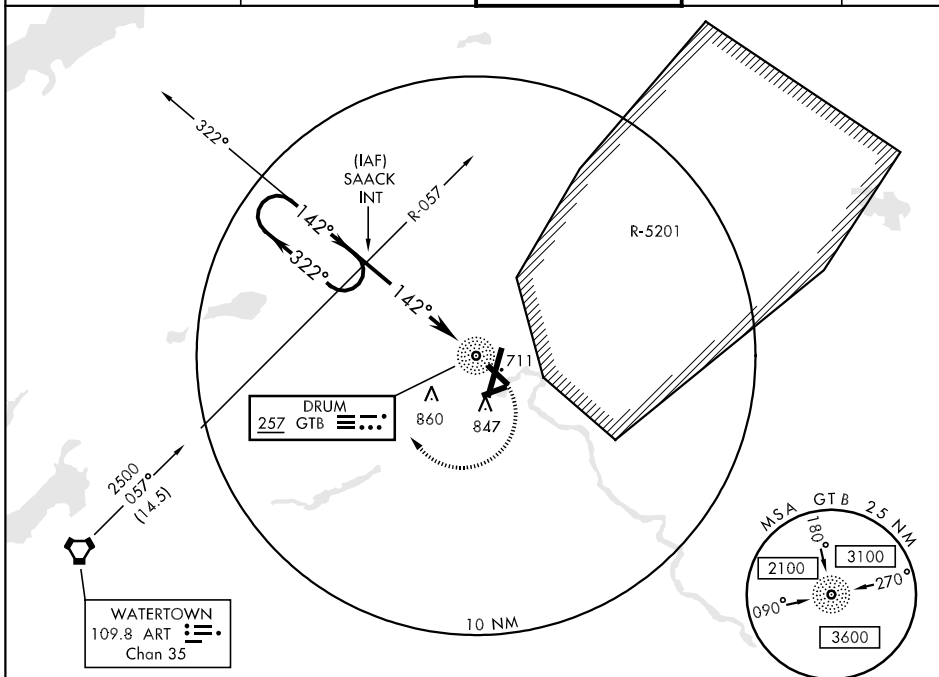
WHEELER-SACK AAF (KGTB)

▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ mile.
 ** Circling NA E of Rwy 21 and 33. Circling NA for CAT BCD to Rwy 8.

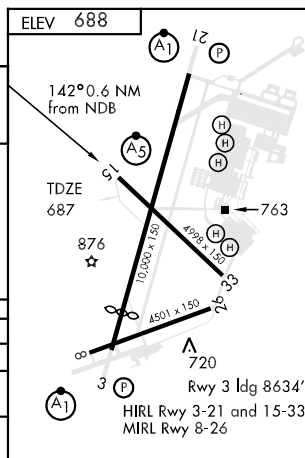
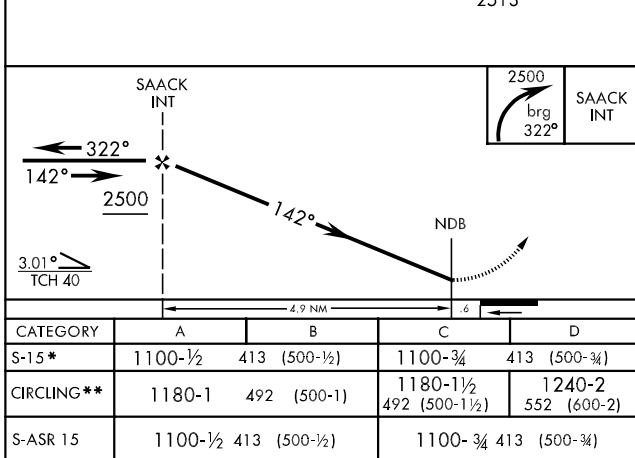


MISSED APPROACH: Climbing
 right turn to 2500 via GTB brg
 322° to SAACK INT and hold.

ATIS 119.525	WHEELER-SACK APP CON 128.25 257.6	WHEELER-SACK TOWER 118.75 290.25	GND CON 121.9 229.8	ASR/PAR
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A 2513



NDB GTB <u>257</u>	APCH CRS 327°	Rwy Idg 4998 TDZE 688 Arpt Elev 688
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AL-5754 [USA]

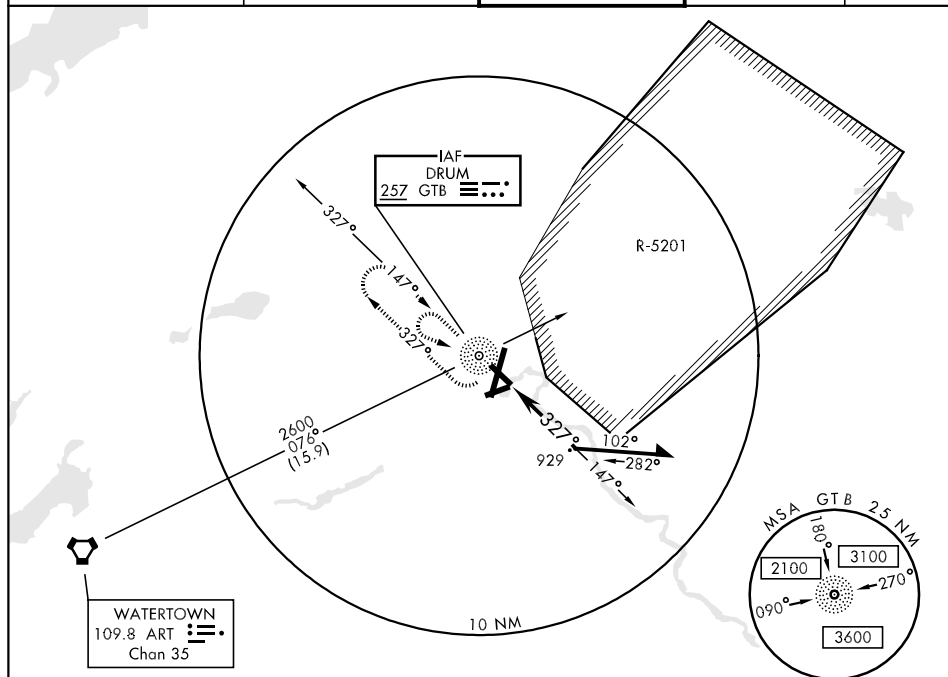
WHEELER-SACK AAF (KGTB)



*Circling NA E of Rwy 21 and 33.

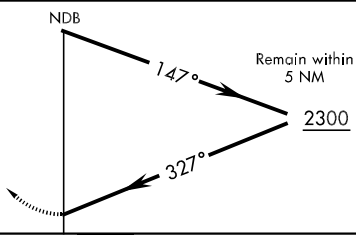
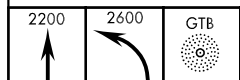
MISSED APPROACH: Climb to 2200, then climbing left turn to 2600 direct GTB NDB and hold.

ATIS 119.525	WHEELER-SACK APP CON 128.25 257.6	WHEELER-SACK TOWER 118.75 290.25	GND CON 121.9 229.8	ASR/PAR
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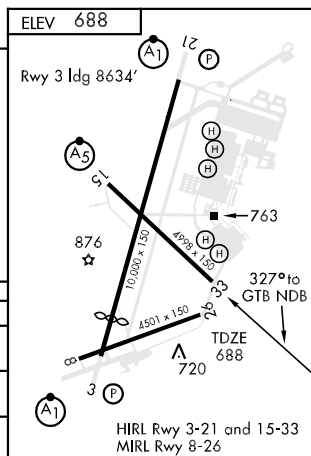


NOT FOR CIVIL USE

2513



CATEGORY	A	B	C	D
S-33	1320-1 632 (700-1)	NOT AUTHORIZED		
CIRCLING*	1320-1 632 (700-1)	NOT AUTHORIZED		
S-PAR 33	938- 3 / ₄	250	(300- 3 / ₄)	GS 3.0 ^o



WAAS Chan 93714 W03A	APCH CRS 029°	Rwy ldg 8634 TDZE 685 Arpt Elev 688
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AL-5754 [USA]

WHEELER-SACK AAF (KGTB)

<p>▼</p> <p>* When ALS inop, increase LPV CAT ABCDE vis to $\frac{3}{4}$ mile. ** When ALS inop, increase LNAV/VNAV CAT ABCDE vis to $1\frac{1}{4}$ miles. *** When ALS inop, increase LNAV CAT AB vis to 1 mile, CAT C vis to $1\frac{1}{4}$ miles, CAT DE vis to $1\frac{1}{2}$ miles.</p>	<p>ALSF-1</p> <p>A1</p>	<p>MISSED APPROACH: Climb to 4000 direct WITED and hold.</p>
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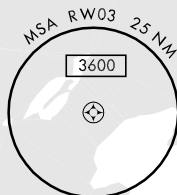
<p>ATIS</p> <p>119.525</p>	<p>WHEELER-SACK APP CON</p> <p>128.25 257.6</p>	<p>WHEELER-SACK TOWER</p> <p>118.75 290.25</p>	<p>GND CON</p> <p>121.9 229.8</p>	<p>ASR/PAR</p>
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****Circling NA E of Rwy 21 and 33.
****Circling NA for CAT BCD to Rwy 8.
****Circling NA for CAT E to Rwy 8-26 and 15-33.

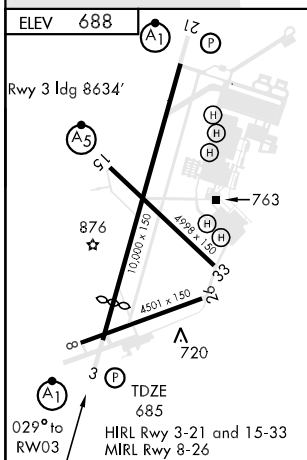
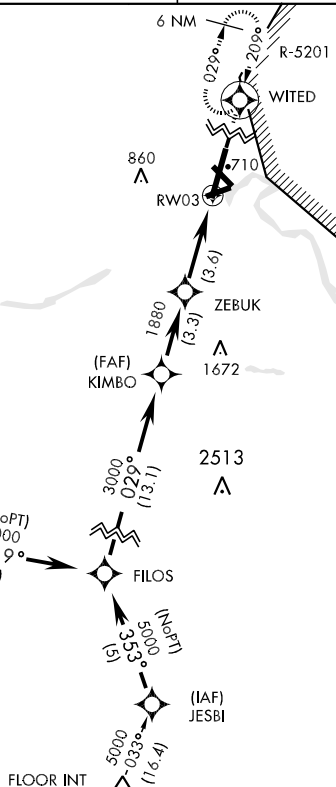
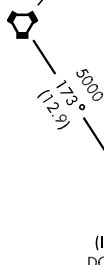
DME/DME RNP -0.3 NA

For uncompensated BARO-VNAV systems,
LNAV/VNAV NA BELOW -16°C (4°F)
or above 48°C (118°F)

PROCEDURE NA FOR
ARRIVAL AT ART
VORTAC VIA V29-423
NORTHBOUND



WATERTOWN
109.8 ART
Chan 35



	FILOS	KIMBO	ZEBUK	RW03	WITED
	5000	3000	1880	710	4000
	13.1 NM	3.3 NM	3.6 NM		
CATEGORY	A	B	C	D	E
LPV DA *	885-1 200 (200-1)				
LNAV/VNAV DA **	1040-3 355 (400-3)				
LNAV MDA ***	1140-1 2 455 (500-1)	1140-1 2 455 (500-1)	1140-1 2 455 (500-1)	1140-1 2 455 (500-1)	1140-1 2 455 (500-1)
CIRCLING ****	1180-1 2 492 (500-1)	1180-1 2 492 (500-1)	1240-2 552 (600-2)	1520-3 832 (900-3)	1520-3 832 (900-3)

APCH CRS	Rwy Idg	4998
147°	TDZE	687
	Arpt Elev	688

AL-5754 [USA]

WHEELER-SACK AAF (KGTB)



* When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT D vis to 1½ miles.
DME/DME RNP-0.3 NA.



MISSED APPROACH: Climbing right turn to 3000 WOBDI and hold.

ATIS
119.525

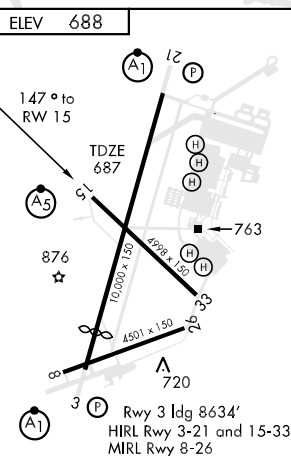
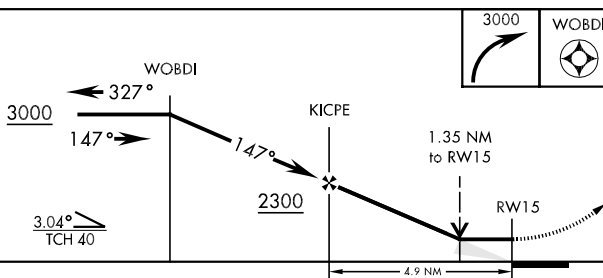
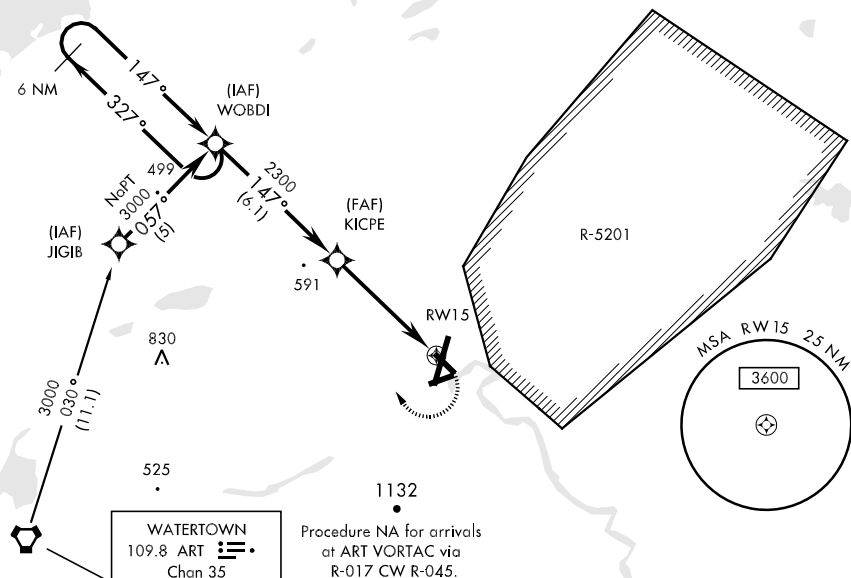
WHEELER-SACK APP CON
128.25 257.6

WHEELER-SACK TOWER
118.75 290.25

GND CON
121.9 229.8

ASR/PAR

- ** Circling NA for CAT BCD to Rwy 8
- ** Circling NA E of Rwy 21 and 33.



CATEGORY	A	B	C	D
INAV MDA *	1140-1/2	453 (500-1/2)	1140-3/4 453 (500-3/4)	1140-1 453 (500-1)
CIRCLING **	1180-1	492 (500-1)	1180-1 1/2 492 (500-1 1/2)	1240-2 552 (500-2)

WAAS Ch 63007 W21A	APCH CRS 209°	Rwy Idg 10,000 TDZE 677 Arpt Elev 688
--	-------------------------	--

AL-5754 [USA]

WHEELER-SACK AAF (KGTB)

▼

*When ALS inop, increase LPV CAT ABCDE vis to $\frac{3}{4}$ mile.
 **When ALS inop, increase LNAV/VNAV CAT ABCDE vis to $1\frac{1}{4}$ miles.
 ***When ALS inop, increase LNAV CAT ABC vis to 1 mile, CAT DE vis to $1\frac{1}{4}$ miles.

ALSF-1



MISSED APPROACH: Climb to 3000
 direct WODEG and via 270° track to
 ART VORTAC and hold.

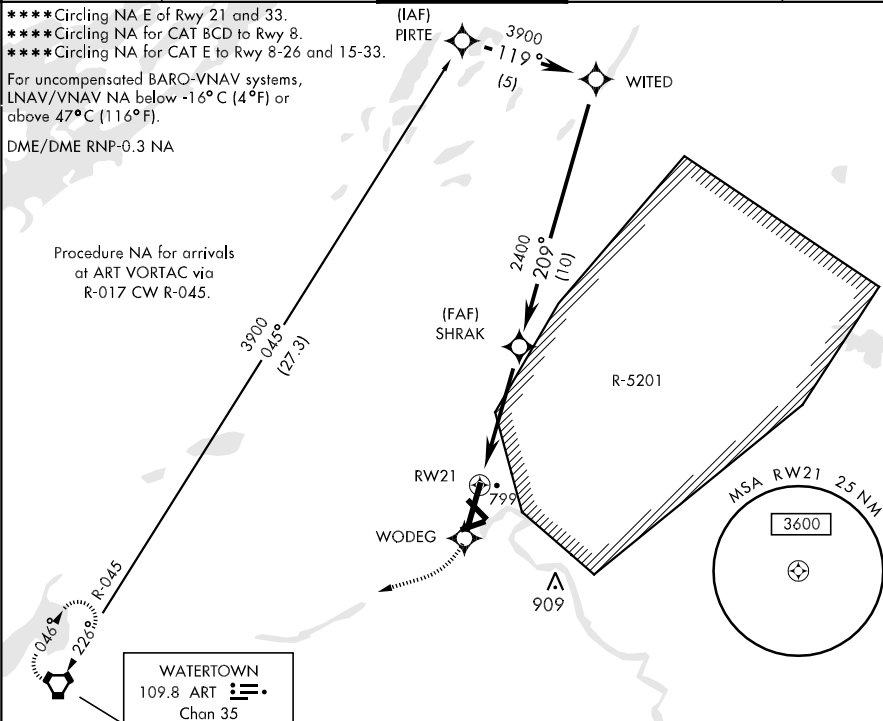
ATIS 119.525	WHEELER-SACK APP CON 128.25 257.6	WHEELER-SACK TOWER 118.75 290.25	GND CON 121.9 229.8	ASR/PAR
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****Circling NA E of Rwy 21 and 33.
 ****Circling NA for CAT BCD to Rwy 8.
 ****Circling NA for CAT E to Rwy 8-26 and 15-33.

For uncompensated BARO-VNAV systems,
 LNAV/VNAV NA below -16°C (4°F) or
 above 47°C (116°F).

DME/DME RNP-0.3 NA

Procedure NA for arrivals
 at ART VORTAC via
 R-017 CW R-045.



3000



VGSI and RNAV glidepath not coincident.

† LNAV only

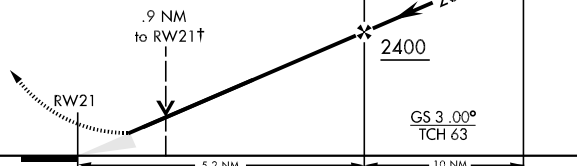
SHRAK

WITED

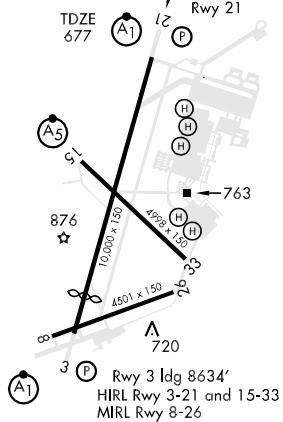
ELEV 688

TDZE 677

209° to Rwy 21



CATEGORY	A	B	C	D	E
LPV DA *	877- $\frac{1}{2}$		200 (200- $\frac{1}{2}$)		
LNAV/VNAV DA **	1056- $\frac{3}{4}$		379 (400- $\frac{3}{4}$)		
LNAV MDA ***	1020- $\frac{1}{2}$	343 (400- $\frac{1}{2}$)	1020- $\frac{3}{4}$	343 (400- $\frac{3}{4}$)	
CIRCLING ****	1180-1	492 (500-1)	1180-1 $\frac{1}{2}$	1240-2	1520-3
			492 (500-1 $\frac{1}{2}$)	552 (600-2)	832 (900-3)



APCH CRS
327°

Rwy Idg
TDZE
Arpt Elev
688

AL-5754 [USA]

WHEELER-SACK AAF (KGTB)



- * Circling NA for CAT BCD to Rwy 8
 - * Circling NA E of Rwy 21 and 33.
- Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3600 direct CEYAP and hold.

ATIS
119.525

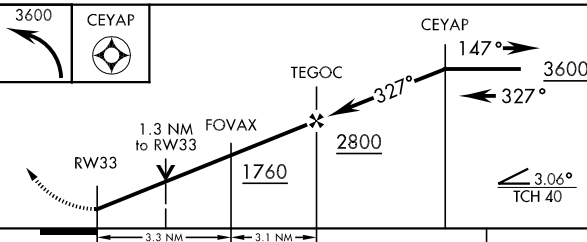
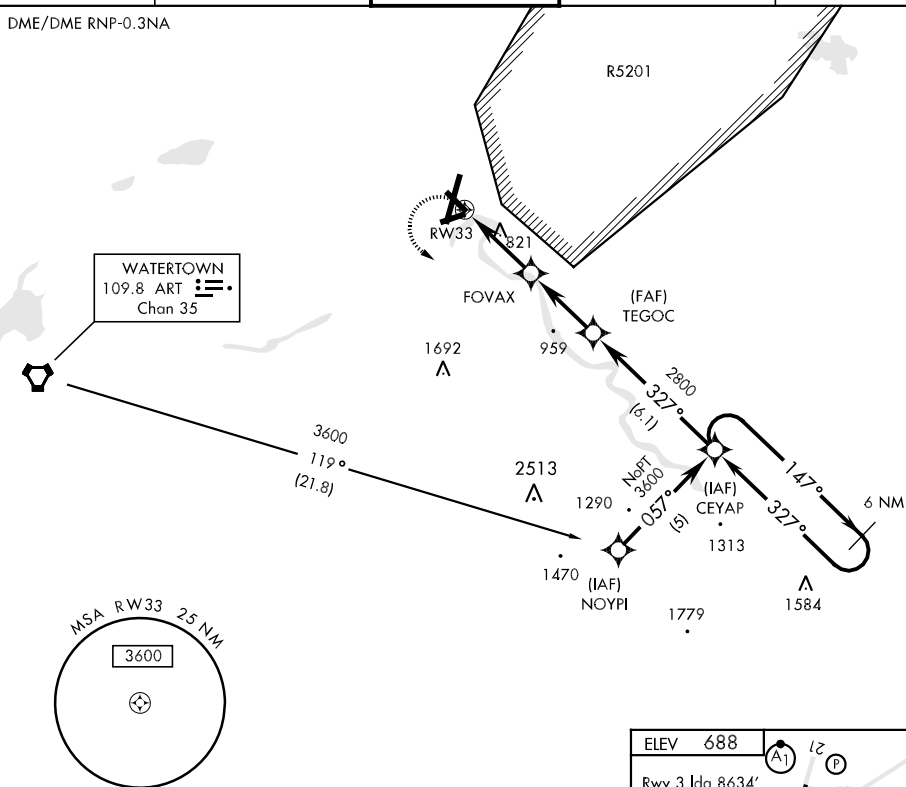
WHEELER-SACK APP CON
128.25 257.6

WHEELER-SACK TOWER
118.75 290.25

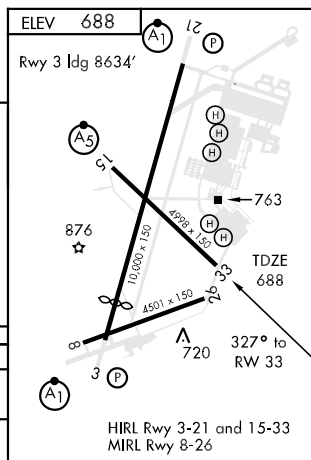
GND CON
121.9 229.8

ASR/PAR

DME/DME RNP-0.3NA



CATEGORY	A	B	C	D
LNAV MDA	1140-1 452 (500-1)	452 (500-1)	1140-1½ 452 (500-1½)	1140-1½ 452 (500-1½)
CIRCLING *	1180-1 492 (500-1)	492 (500-1)	1180-1½ 492 (500-1½)	1240-2 552 (600-2)

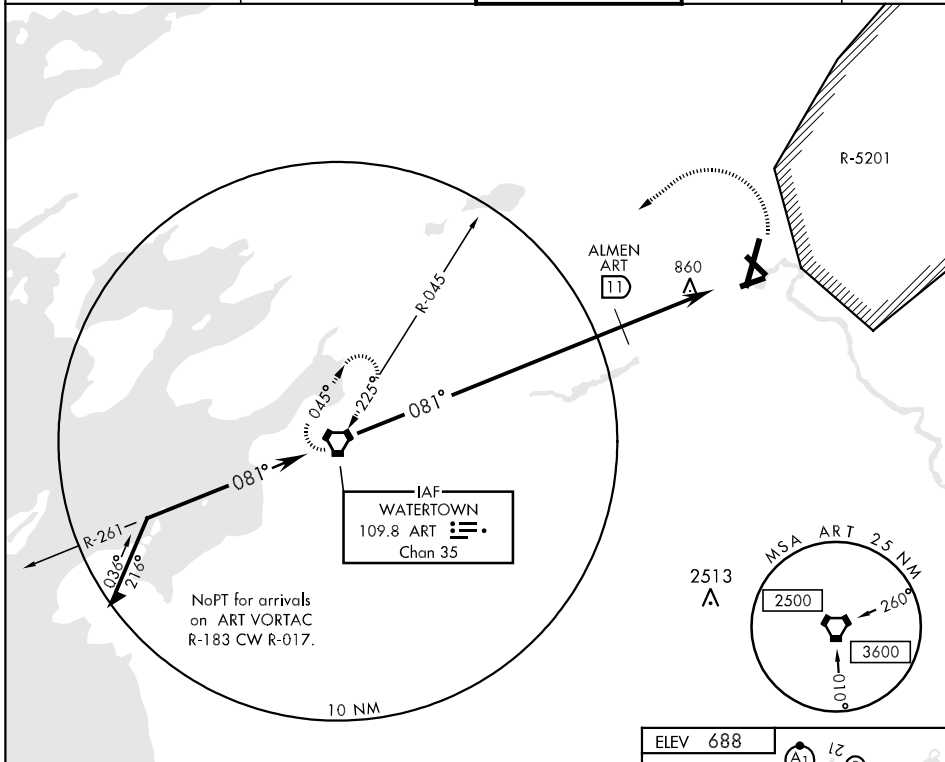


VORTAC ART 109.8 Chan 35	APCH CRS 081°	Rwy ldg TDZE Arpt Elev 4501 683 688
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AL-5754 [USA]

WHEELER-SACK AAF (KGTB)

▼ *Circling NA E of Rwy 21 and 33.		MISSED APPROACH: Climbing left turn to 3000 direct to VORTAC and hold.	
ATIS 119.525	WHEELER-SACK APP CON 128.25 257.6	WHEELER-SACK TOWER 118.75 290.25	GND CON 121.9 229.8
		ASR/PAR	



3000

ART

Remain within 10 NM

VORTAC

261°

2700

081°

2700

3.04°

TCH 45

ALMEN

11

CEPLI

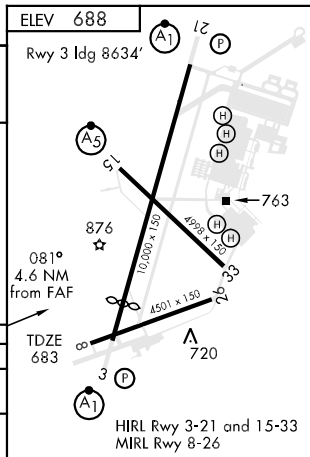
14.6

2200

3.6 NM

1.0

CATEGORY	A	B	C	D
S-8	1140-1¼ 457 (500-1¼)	NOT AUTHORIZED		
CIRCUING*	1180-1¼ 492 (500-1¼)	NOT AUTHORIZED		

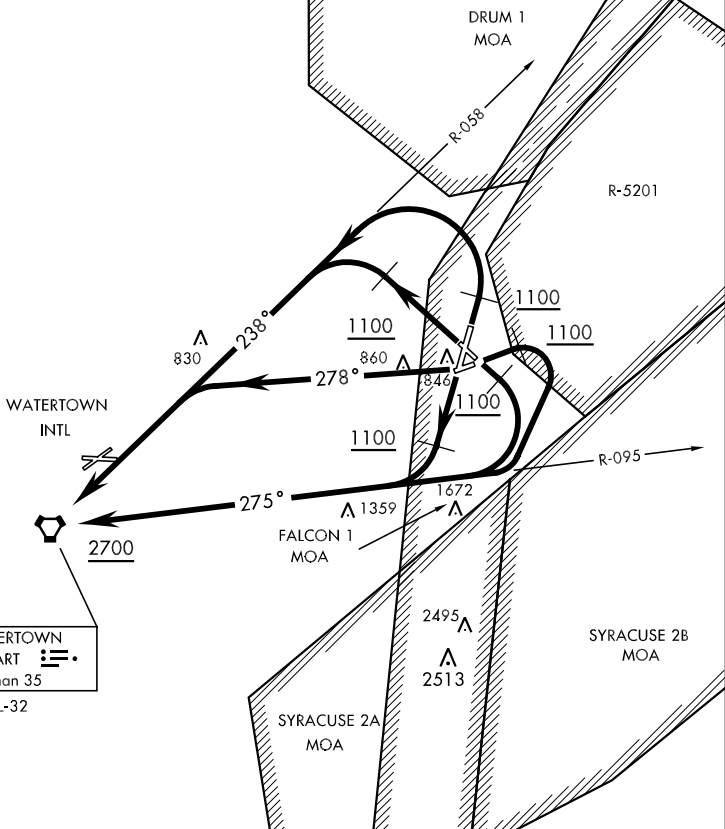


WATERTOWN-ONE DEPARTURE (ART 1•ART)

WHEELER-SACK ART (ART 1)
FORT DRUM, NY

ATIS 119.525
GND CON
121.9 229.8
WHEELER-SACK
TOWER
118.75 290.25
WHEELER-SACK DEP CON
128.25 257.6

SL-5754 [USA]



NE-2, 22 OCT 2009 to 19 NOV 2009

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3 and 33: Climb runway heading to 1100, then climbing left turn via ART VORTAC R-058 to ART VORTAC. Cross ART VORTAC at or above 2700.

TAKE-OFF RWY 8, 15, and 21: Climb runway heading to 1100, then climbing right turn via ART VORTAC R-095 to ART VORTAC. Cross ART VORTAC at or above 2700.

TAKE-OFF RWY 26: Climb via heading 278° to intercept ART VORTAC R-058 to ART VORTAC. Cross ART VORTAC at or above 2700.

WATERTOWN-ONE DEPARTURE (ART 1•ART)

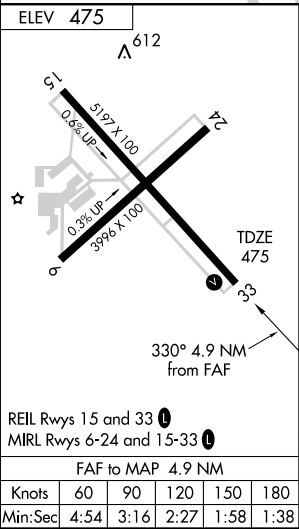
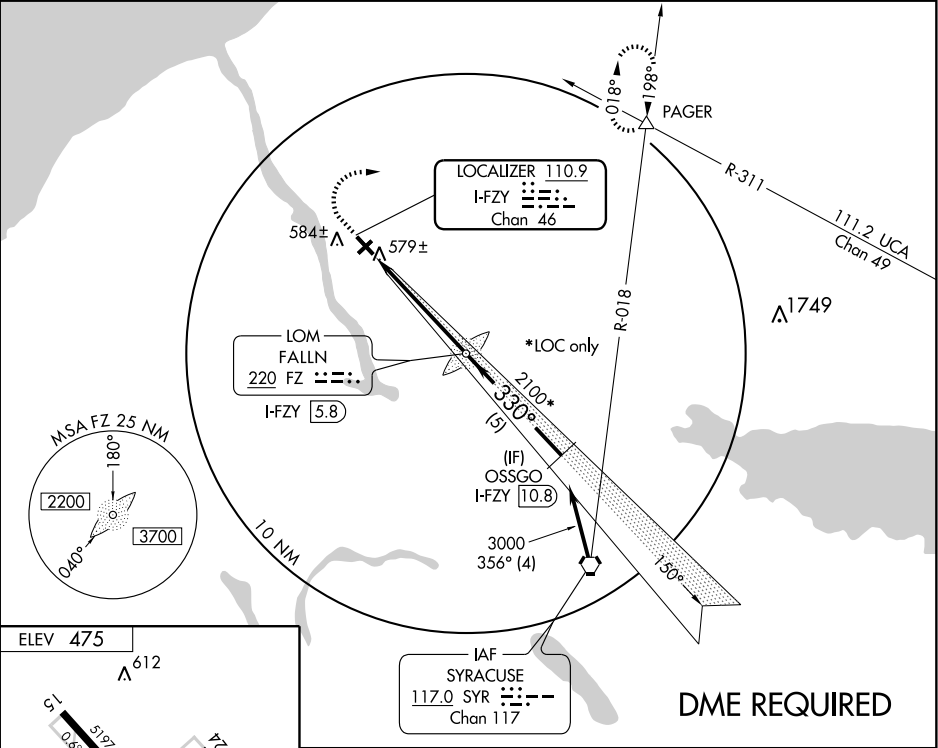
FORT DRUM, NY

LOC/DME I-FZY	APP CRS	Rwy Idg	5197
110.9	330°	TDZE	475
Chan 46		Apt Elev	475

ILS or LOC RWY 33
FULTON/OSWEGO COUNTY (FZY)

Visibility reduction by helicopters NA.	MISSED APPROACH: Climb to 1100, then climbing right turn to 3000 via heading 090° and SYR VORTAC R-018 to PAGER INT and hold.
When local altimeter setting not received, use Syracuse Hancock Intl altimeter setting and increase all DA 52 feet and all MDA 60 feet; increase S-LOC 33 Cat C visibility ¼ mile.	

ASOS 119.275	SYRACUSE APP CON 134.275 279.6	UNICOM 123.0 (CTAF)
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1100	3000	SYR R-018	PAGER	LOM I-FZY 5.8	OSSGO I-FZY 10.8	Procedure Turn NA
VGSI and ILS glidepath not coincident.						
I-FZY 0.9		2814		330° 3000		GS 4.35° TCH 71
4.9 NM		5 NM				
CATEGORY	A	B	C	D		
S-ILS 33	725-1 250 (300-1)	NA				
S-LOC 33	840-1 365 (400-1)				840-1 365 (400-1 1/4)	
CIRCLING	1000-1 525 (600-1)	1000-1 1/2 525 (600-1 1/2)		1040-2 565 (600-2)		

APP CRS	Rwy Idg	3996
240°	TDZE	469
	Apt Elev	475

RNAV (GPS) RWY 24
FULTON/OSWEGO COUNTY (FZY)

T DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Syracuse Hancock Intl altimeter setting and increase all MDA 60 feet and LNAV Cat C and D visibility ¼ mile.

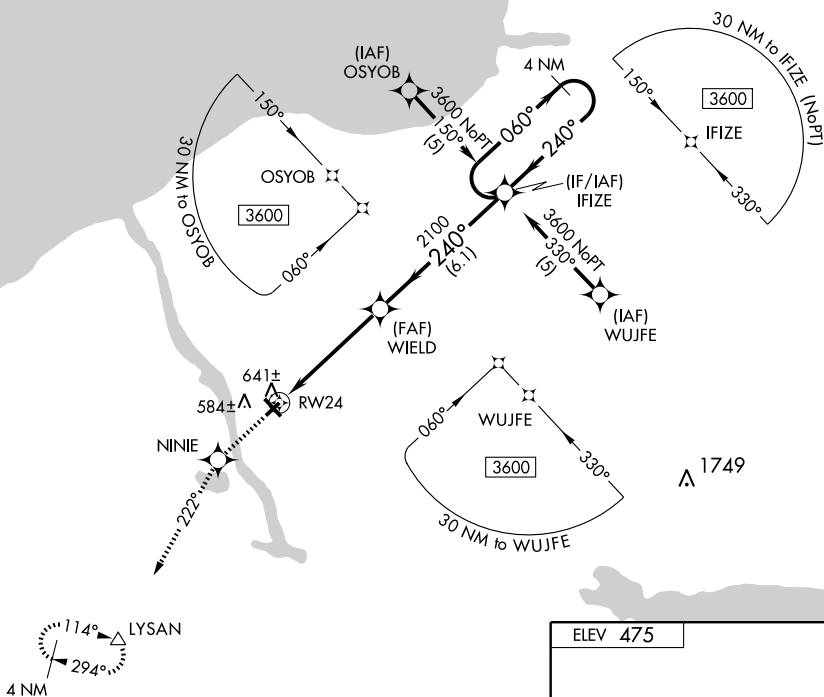
A VDP NA when using Syracuse Hancock Intl altimeter setting.

MISSED APPROACH: Climb to 3000
direct NINIE and via track 222° to
LYSAN and hold.

ASOS
119.275

SYRACUSE APP CON
134.275 279.6

UNICOM
123.0 CTAF **L**



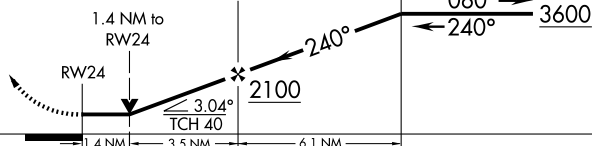
NE-2. 22 OCT 2009 to 19 NOV 2009

3000 ↑	NINIE 	trk 222°	LYSAN 
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WIFLD

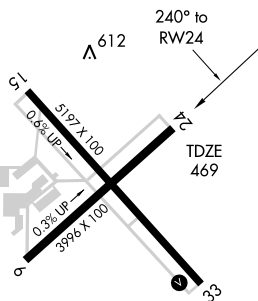
1517E

Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	960-1 491 (500-1)		960-1¼ 491 (500-1¼)	960-1½ 491 (500-1½)
CIRCLING	1000-1 525 (600-1)		1000-1½ 525 (600-½)	1040-2 565 (600-2)

ELEV 475



REIL Rwy 15 and 33 **L**
MIRL Rwy 6-24 and 15-33 **L**

VORTAC SYR 117.0 Chan 117	APP CRS 336°	Rwy Idg 5197 TDZE 475 Apt Elev 475
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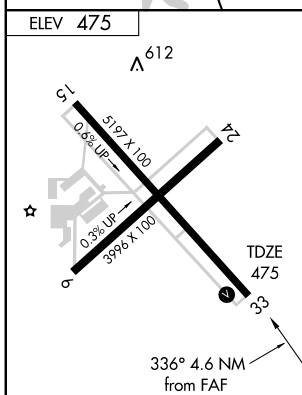
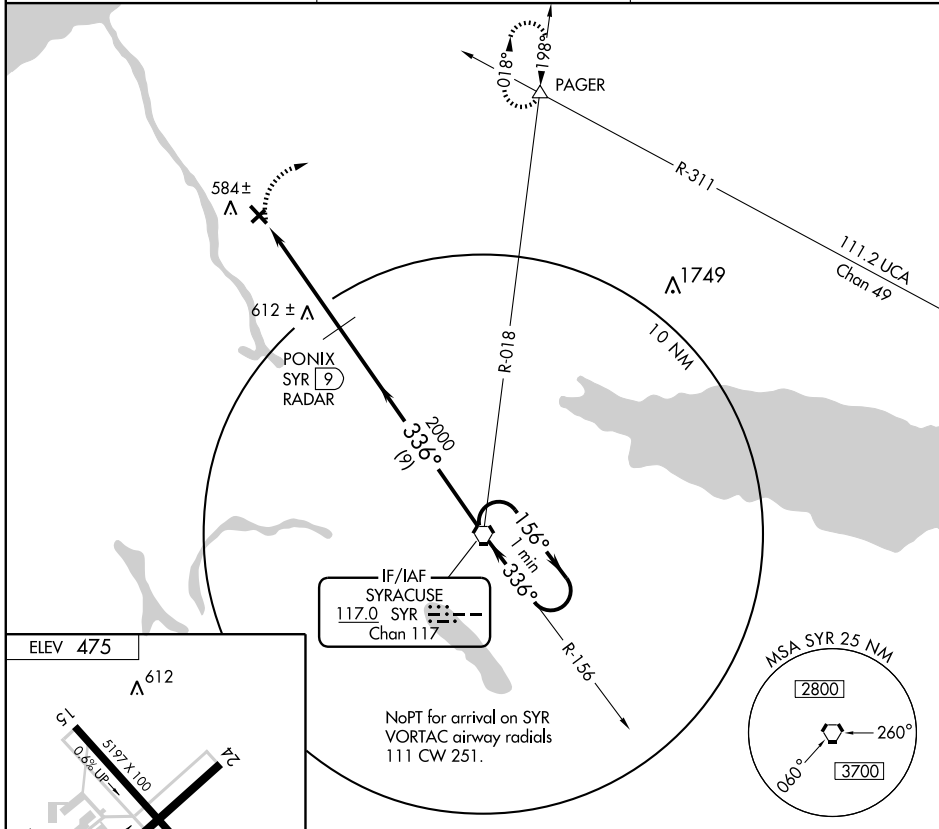
VOR RWY 33

FULTON/ OSWEGO COUNTY (FZY)

- T** DME or Radar Required. Visibility reduction by helicopters NA.
A When local altimeter setting not received; use Syracuse Hancock Intl altimeter setting and increase all MDA 60 feet and increase S-33 Cat D visibility and Circling Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 via heading 090° and SYR R-018 to PAGER INT and hold.

ASOS 119.275	SYRACUSE APP CON 134.275 279.6	UNICOM 123.0 CTAF 0
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REIL Rwys 15 and 33 **L**
MIRL Rwys 6-24 and 15-33 **L**

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct GF LOM and hold.

UNICOM
123.0 (CTAF) **L**

800	2000	GF
		
		<u>209</u>

One Minute Holding Pattern

$$\frac{\text{GS } 3.00^\circ}{\text{TCH } 54}$$

CATEGORY	A	B	C	D
S-ILS 1		574-1	250 (300-1)	
S-LOC 1		700-1	376 (400-1)	
CIRCLING	840-1	512 (600-1)	840-1½ 512 (600-1½)	900-2 572 (600-2)

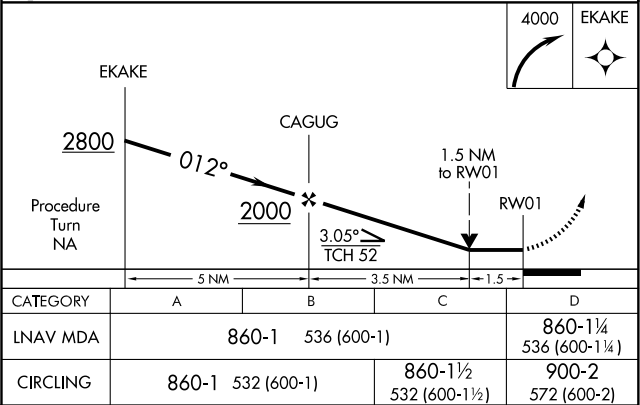
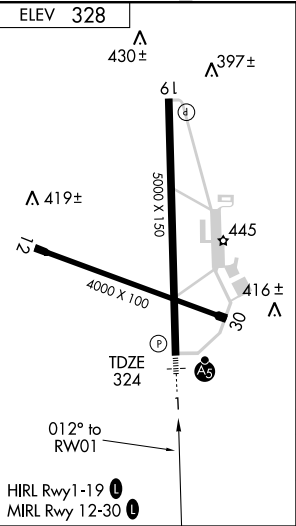
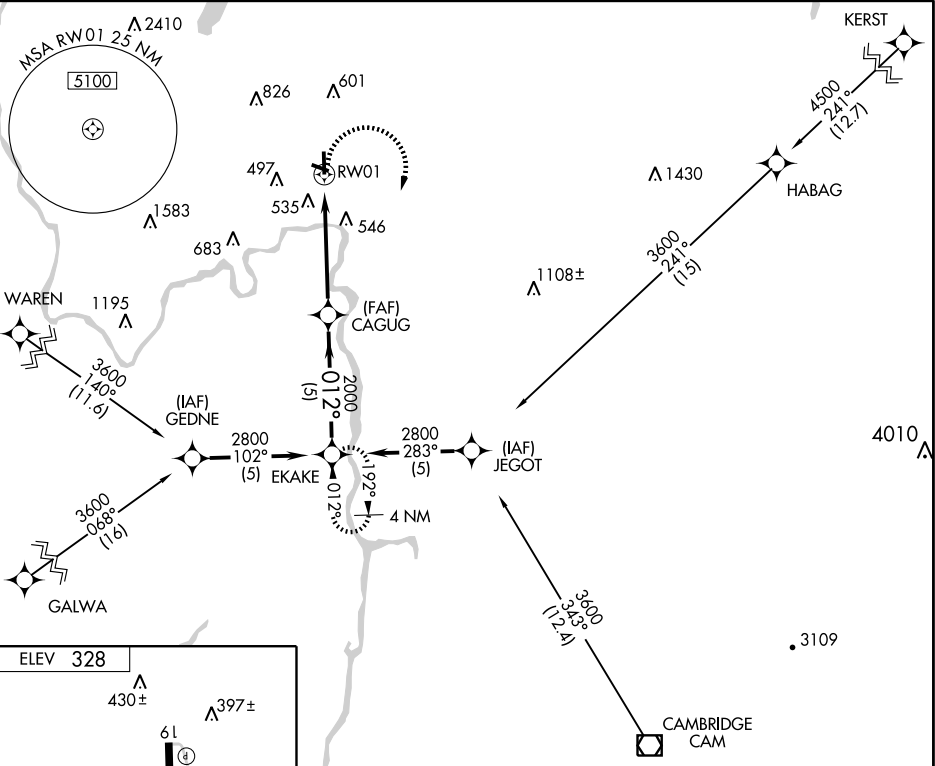
APP CRS	Rwy Idg	5000
012°	TDZE	324
	Apt Elev	328

RNAV (GPS) RWY 1

GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Inoperative table does not apply to Cat A & B.	MALSR	MISSED APPROACH: Climbing right turn to 4000 direct EKAKE WP and hold.
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ASOS 119.925	ALBANY APP CON 132.825 307.2	UNICOM 123.0 (CTAF)
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APP CRS	Rwy Idg	4000
124°	TDZE	328
	Apt Elev	328

RNAV (GPS) RWY 12

GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

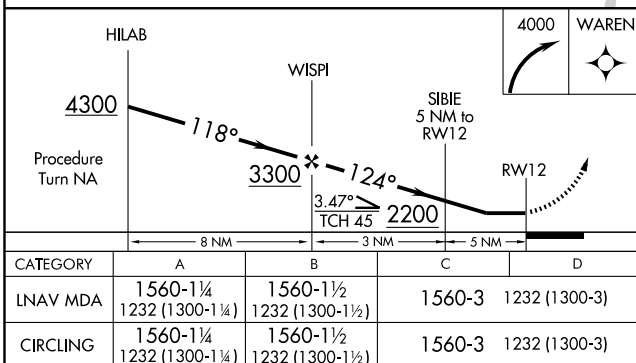
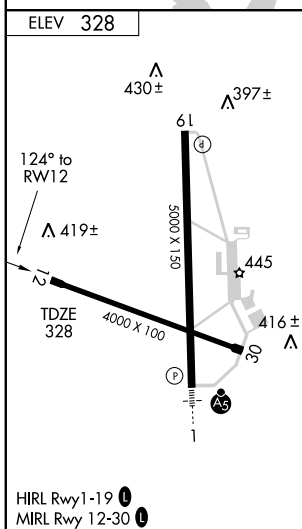
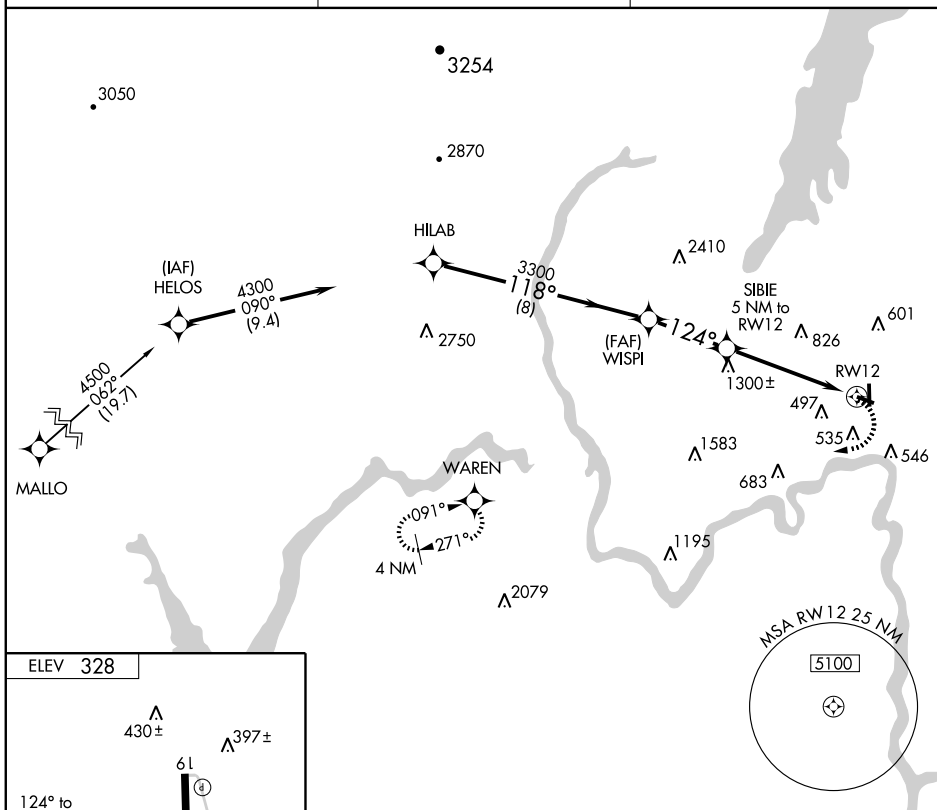
T
A NA

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 4000 direct to WAREN WP and hold.

ASOS
119.925

ALBANY APP CON
132.825 307.2

UNICOM
123.0 (CTAF) **L**

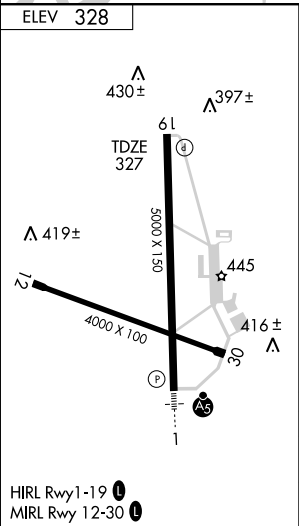
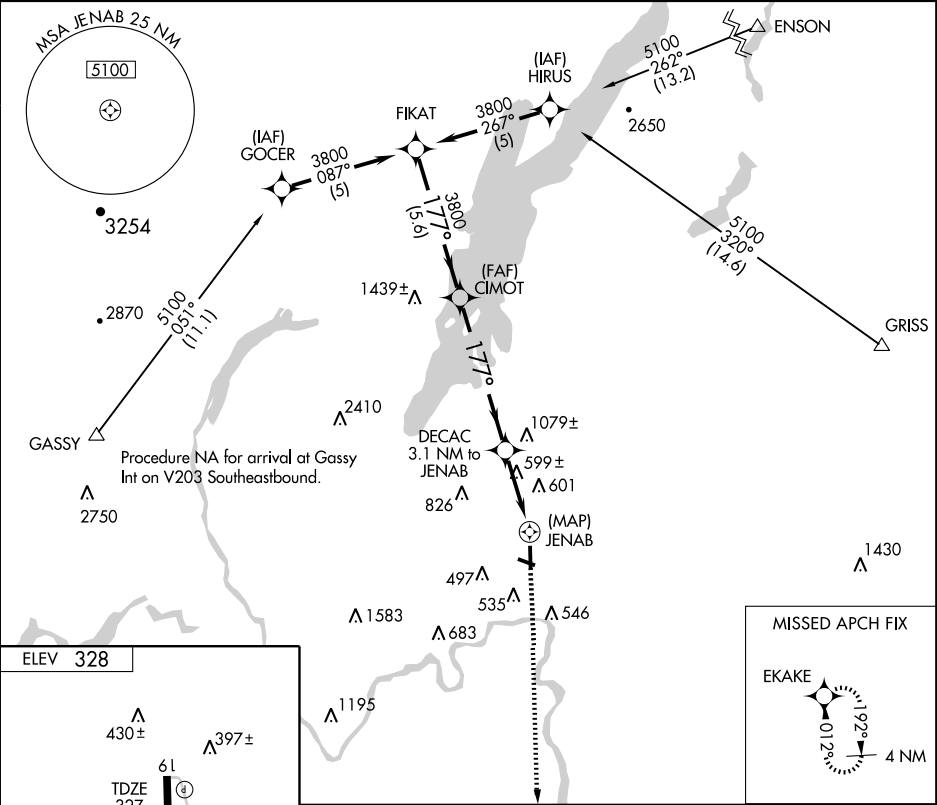
APP CRS	Rwy Idg	5000
177°	TDZE	327
	Apt Elev	328

RNAV (GPS) RWY 19

GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

 NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 4000 direct EKAKE WP and hold.
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ASOS 119.925	ALBANY APP CON 132.825 307.2	UNICOM 123.0 (CTAF) 0
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4000	EKAKE	DECAC 3.1 NM to JENAB	CIMOT	FIKAT	Procedure Turn NA
		1680	3800	3800	
		177°	177°	177°	
		≤ 3.50° TCH 48			
		0.5	3.1 NM	5.7 NM	5.6 NM
CATEGORY	A	B	C	D	
LNAV MDA	860-1	533 (600-1)	860-1½ 533 (600-1½)	860-1¾ 533 (600-1¾)	
CIRCLING	860-1	532 (600-1)	860-1½ 532 (600-1½)	900-2 572 (600-2)	

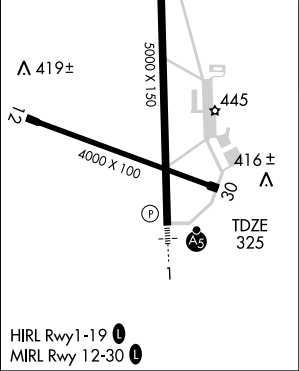
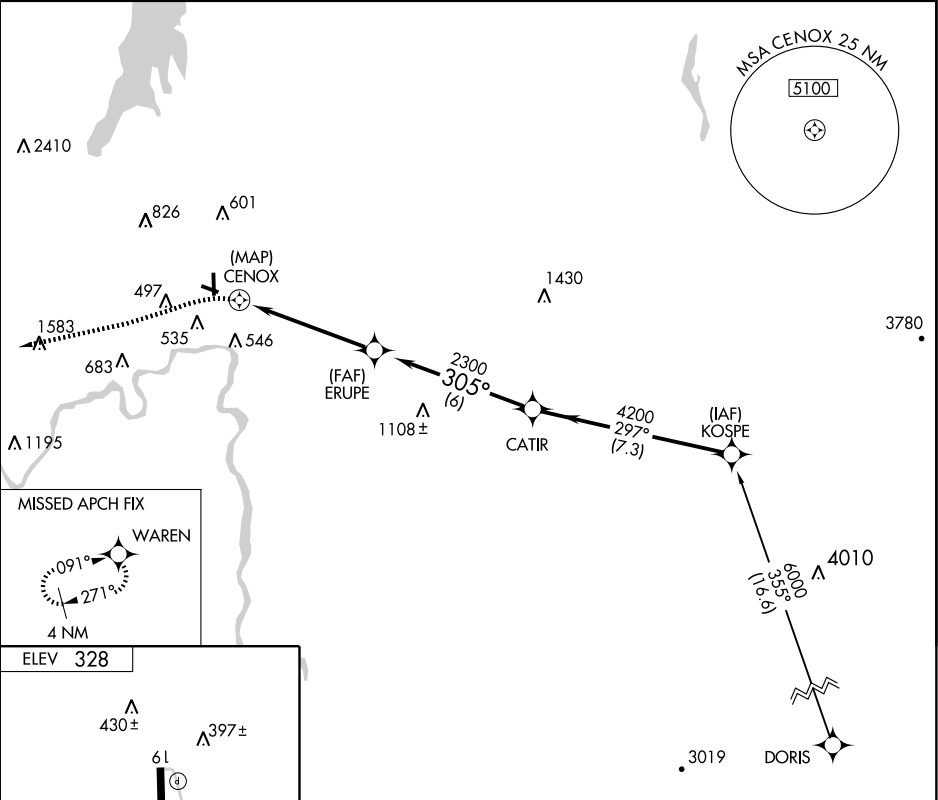
APP CRS	Rwy Idg	4000
305°	TDZE	325
	Apt Elev	328






RNAV (GPS) RWY 30

GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

 GPS or RNP-0.3 required.  NA DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing left turn to 4000 direct WARREN WP and hold.
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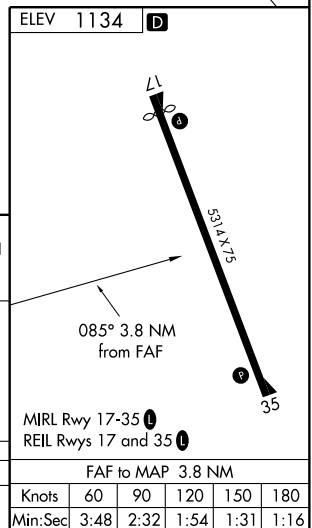
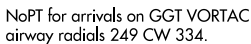
ASOS 119.925	ALBANY APP CON 132.825 307.2	UNICOM 123.0 (CTAF) 
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	0.8 5.2 NM 6 NM		
CATEGORY	A	B	C
LNAV MDA	1020-1	695 (700-1)	1020-2 695 (700-2)
CIRCLING	1020-1	692 (700-1)	1020-2 692 (700-2)

MISSED APPROACH: Climb to 2600 then climbing right turn to 3500 via GGT R-085 to HUTCH Int and hold.

122.7 0



CATEGORY	A	B	C	D	FAF to MAP 3.8 NM					
CIRCLING	2240-1¼ 1106 (1200-1¼)	2240-1½ 1106 (1200-1½)	2240-3 1106 (1200-3)	NA	Knots	60	90	120	150	180
					Min:Sec	3:48	2:32	1:54	1:31	1:16

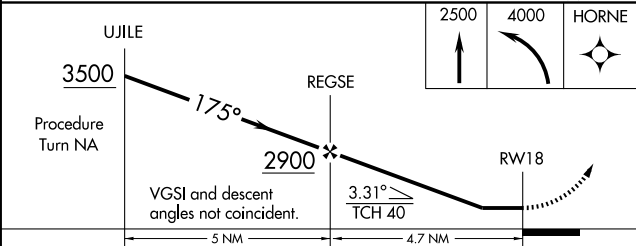
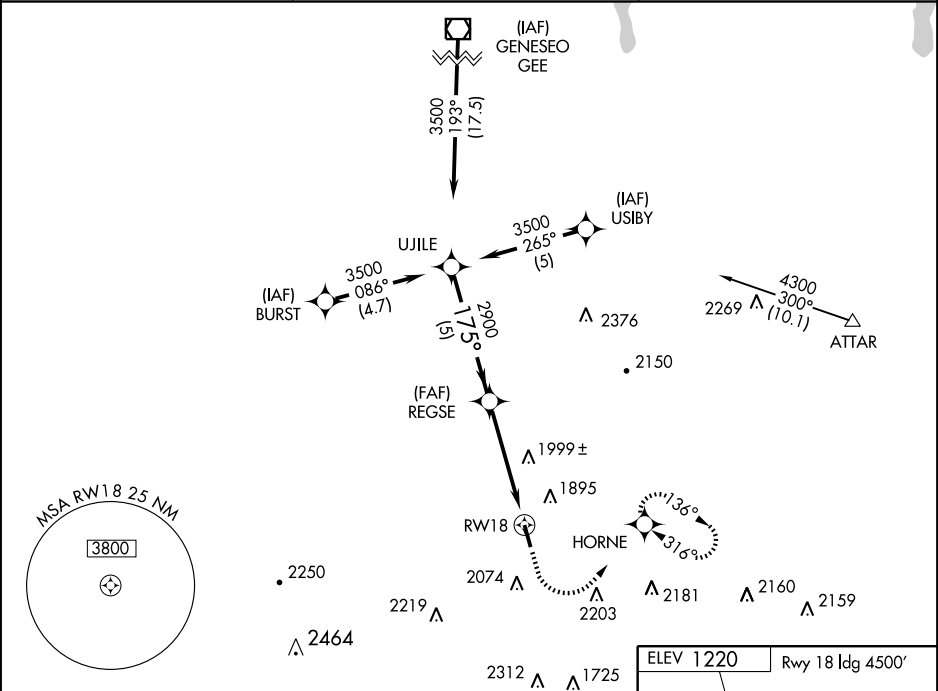
GPS RWY 18
HORNELL MUNI (4G6)

APP CRS	Rwy Idg	4500
175°	TDZE	1213
	Apt Elev	1220

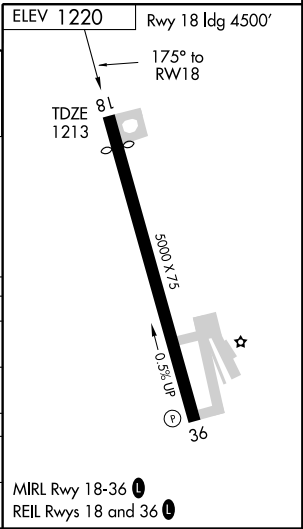
Obtain local altimeter setting on CTAF;
when not received, use Elmira/Corning Rgnl
altimeter setting.

MISSED APPROACH: Climb to 2500, then left climbing
turn to 4000 direct HORNE WP and hold.

AWOS-3 118.475	CLEVELAND CENTER 124.325 353.850	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
S-18	2260-1¼ 1047 (1100-1¼)	2260-1½ 1047 (1100-1½)	2260-3 1047 (1100-3)	NA
CIRCLING	2320-1¼ 1100 (1100-1¼)	2320-1½ 1100 (1100-1½)	2440-3 1220 (1300-3)	NA
ELMIRA/CORNING RGNL ALTIMETER SETTING MINIMUMS				
S-18	2520-1¼ 1307 (1300-1¼)	2520-1½ 1307 (1300-1½)	2520-3 1307 (1300-3)	NA
CIRCLING	2600-1¼ 1380 (1400-1¼)	2600-1½ 1380 (1400-1½)	2700-3 1480 (1500-3)	NA



GPS RWY 36
HORNELL MUNI (4G6)

APP CRS	Rwy Idg	5000
355°	TDZE	1196
	Apt Elev	1220

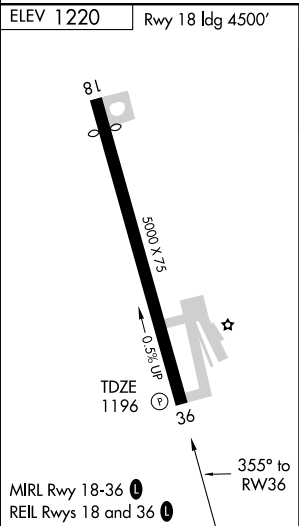
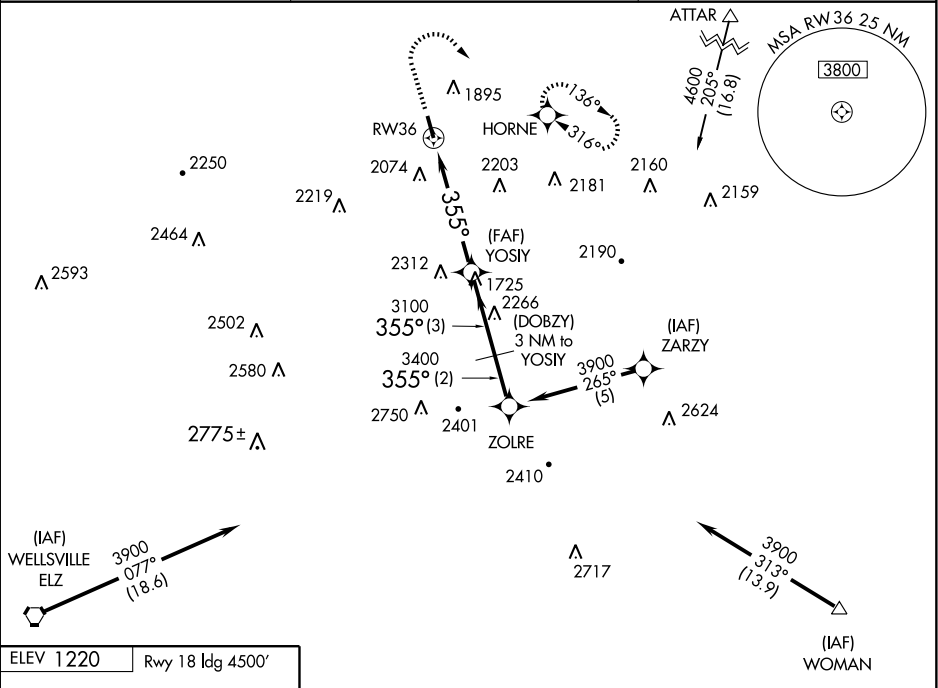
▼

NA

Obtain local altimeter setting on CTAF;
when not received, use Elmira/Corning
Rgnl altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing
right turn to 4000 direct HORNE WP and hold.

AWOS-3 118.475	CLEVELAND CENTER 124.325 353.850	UNICOM 122.7 (CTAF) 0
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	2500	4000	HORNE	
	↑	↪	✧	
				ZOLRE
				(DOBZY) 3 NM to YOSIY
				3900
				355°
				3400
				Procedure Turn NA
				VGSI and descent angles not coincident.
				3100
				3.51° TCH 40
				5 NM
				3 NM
				2 NM
CATEGORY	A	B	C	D
S-36	2260-1¼ 1064 (1100-1¼)	2260-1½ 1064 (1100-1½)	2260-3 1064 (1100-3)	NA
CIRCLING	2320-1¼ 1100 (1100-1¼)	2320-1½ 1100 (1100-1½)	2360-3 1140 (1200-3)	NA
ELMIRA/CORNING RGNL ALTIMETER SETTING MINIMUMS				
S-36	2520-1¼ 1324 (1300-1¼)	2520-1½ 1324 (1300-1½)	2520-3 1324 (1300-3)	NA
CIRCLING	2600-1¼ 1380 (1400-1¼)	2600-1½ 1380 (1400-1½)	2620-3 1400 (1400-3)	NA

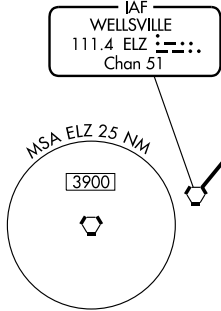
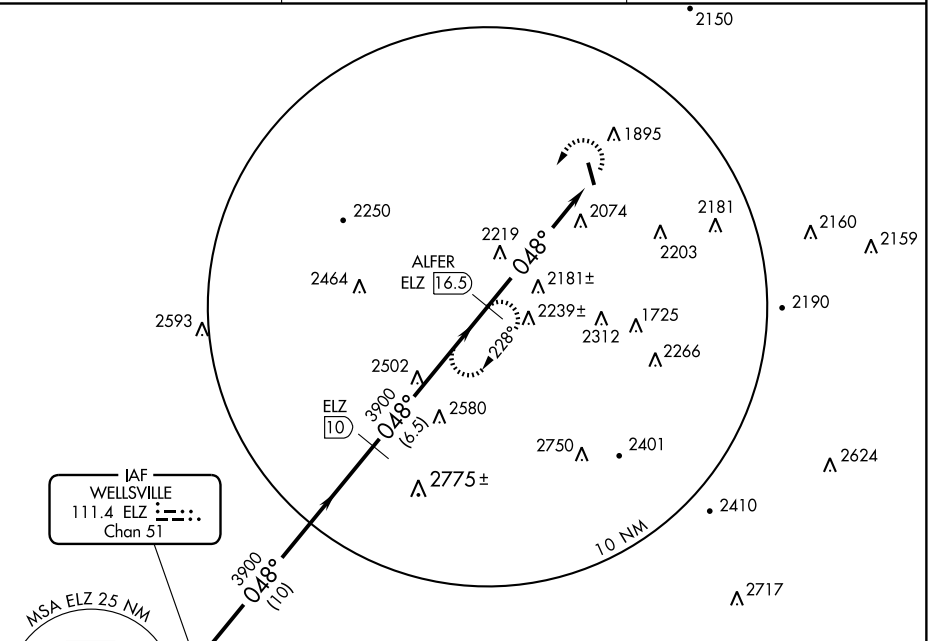
Obtain local altimeter setting on CTAF; when not received, use Elmira/Corning Rgnl altimeter setting.

MISSED APPROACH: Climbing left turn to 3900 via ELZ R-048 to ALFER 16.5 DME and hold.

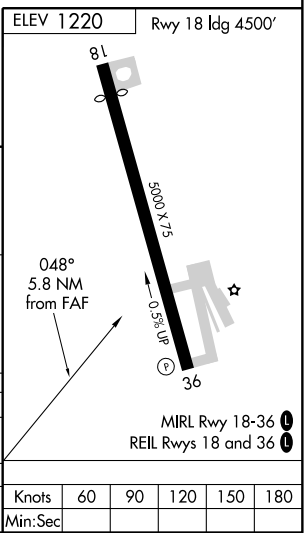
AWOS-3
118.475

CLEVELAND CENTER
124.325 353.850

UNICOM
122.7 (CTAF) 0



<div><div>VORTAC</div><div>ELZ 10</div><div>ALFER ELZ 16.5</div></div> <div>3900 — 048° — 3900</div> <div>Procedure Turn NA</div> <div>10 NM6.5 NM5.8 NM</div>				
CATEGORY	A	B	C	D
CIRCLING	2440-1¼ 1220 (1300-1¼)	2440-1½ 1220 (1300-1½)	2440-3 1220 (1300-3)	NA
ELMIRA/CORNING RGNL ALTIMETER SETTING MINIMUMS				
CIRCLING	2700-1¼ 1480 (1500-1¼)	2700-1½ 1480 (1500-1½)	2700-3 1480 (1500-3)	NA

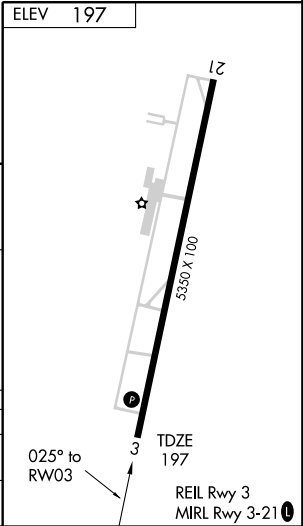
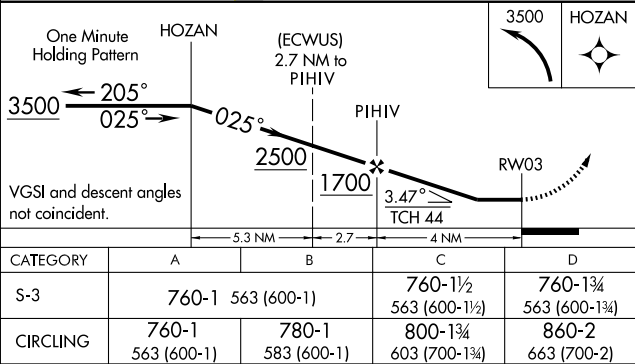
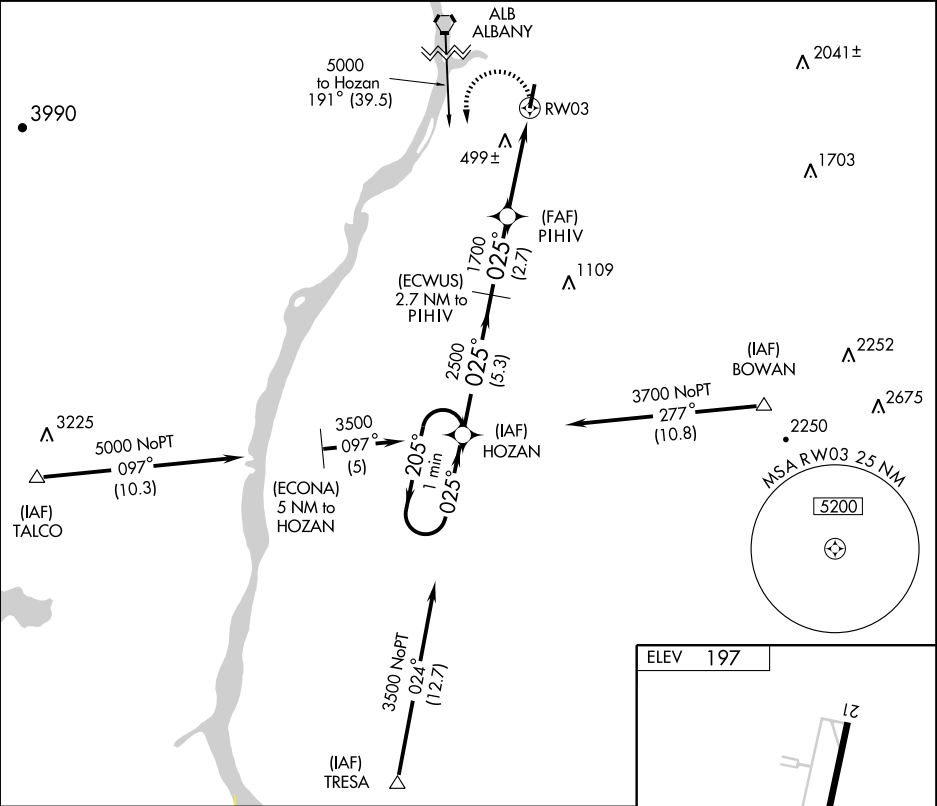


APP CRS	Rwy Idg	5350
025°	TDZE	197
	Apt Elev	197

▼ If local altimeter setting not received, use Albany altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 3500 direct HOZAN WP and hold.

AWOS-3 133.525	ALBANY APP CON 132.825 307.2	UNICOM 123.05 (CTAF) 0
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GPS RWY 21

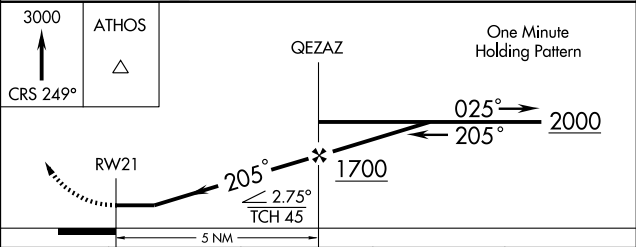
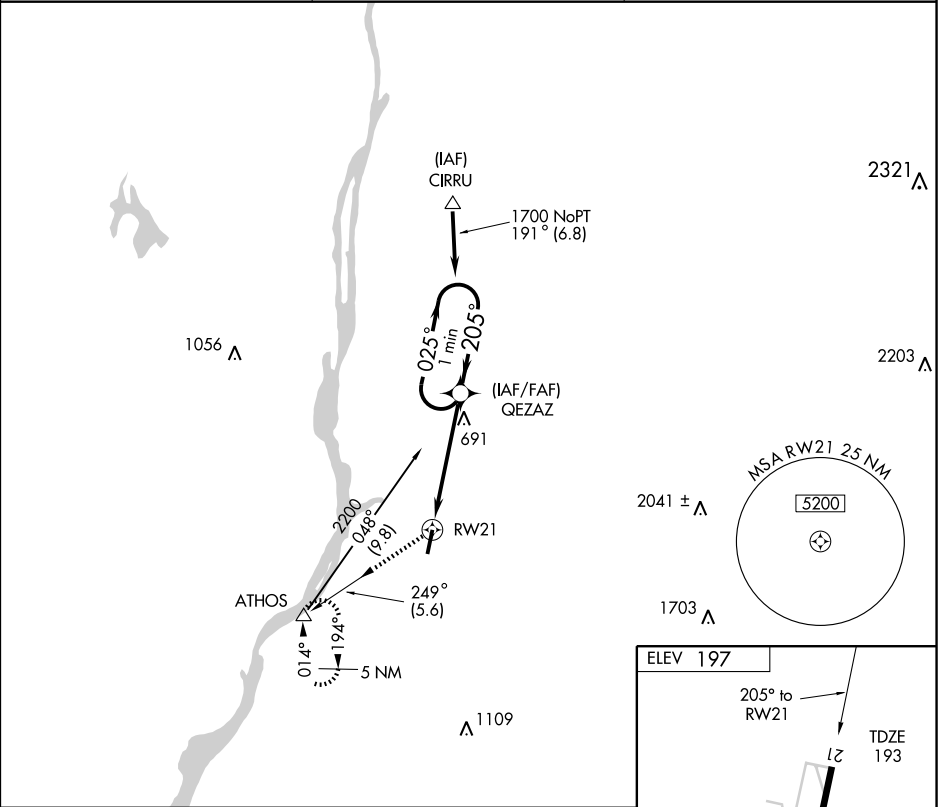
HUDSON/COLUMBIA COUNTY (1B1)

APP CRS	Rwy Idg	5350
205°	TDZE	193
	Apt Elev	197

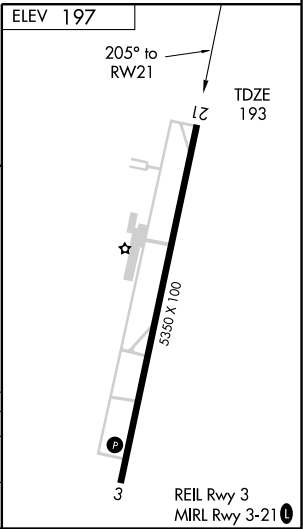
NA If local altimeter setting not received, use Albany altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 via 249° course to ATHOS and hold.

AWOS-3 133.525	ALBANY APP CON 132.825 307.2	UNICOM 123.05 (CTAF) 0
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CATEGORY	A	B	C	D
S-21	1020-1 827 (900-1)	1020-1¼ 827 (900-1¼)	1020-2½ 827 (900-2½)	1020-2¾ 827 (900-2¾)
CIRCLING	1020-1 823 (900-1)	1020-1¼ 823 (900-1¼)	1020-2½ 823 (900-2½)	1020-2¾ 823 (900-2¾)

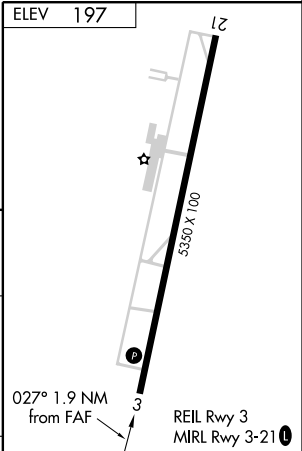
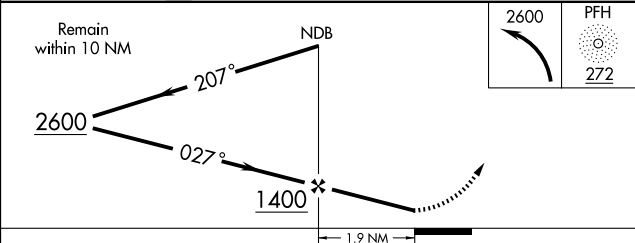
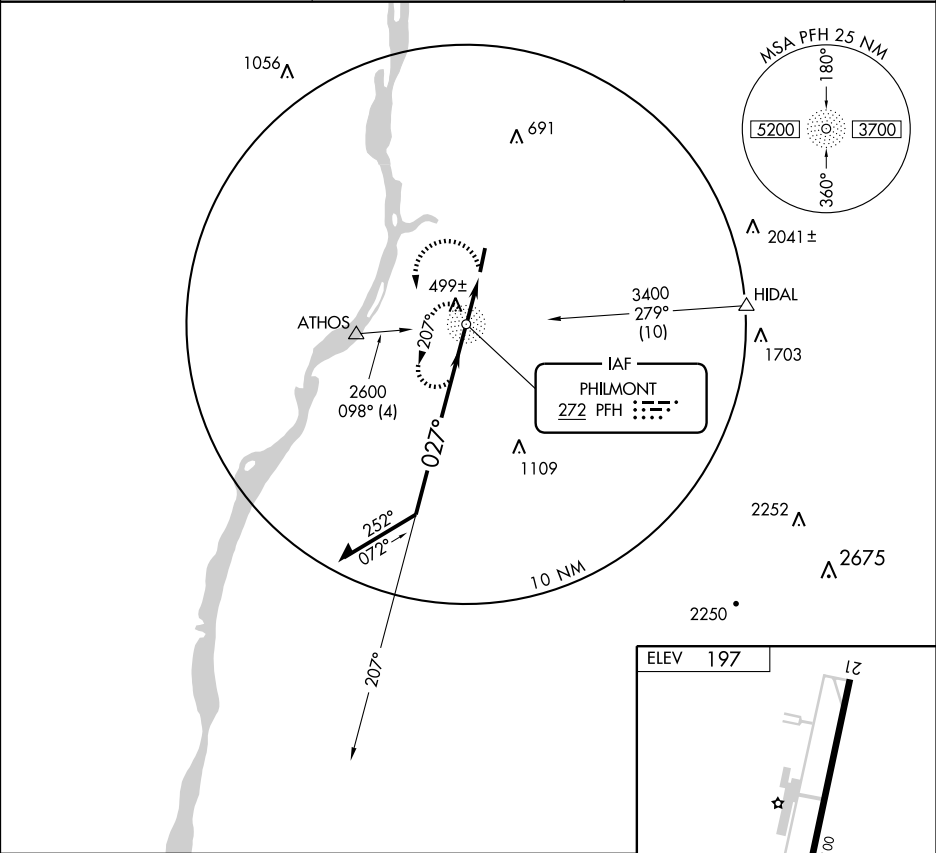


NDB	PFH	APP CRS	Rwy Idg	N/A
	<u>272</u>	<u>027°</u>	TDZE	N/A
			Apt Elev	<u>197</u>

HUDSON/COLUMBIA COUNTY (1B1)

NA	If local altimeter setting not received, use Albany altimeter setting and increase all MDAs 80 feet.	MISSED APPROACH: Climbing left turn to 2600 direct PFH NDB and hold.
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AWOS-3 133.525	ALBANY APP CON 132.825 307.2	UNICOM 123.05 (CTAF) 0
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CATEGORY	A	B	C	D	FAF to MAP 1.9 NM					
CIRCLING	800-1 603 (700-1)		800-1¾ 603 (700-1¾)	860-2 663 (700-2)	Knots	60	90	120	150	180
					Min:Sec	1:54	1:16	0:57	0:46	0:38

AIRPORT DIAGRAM

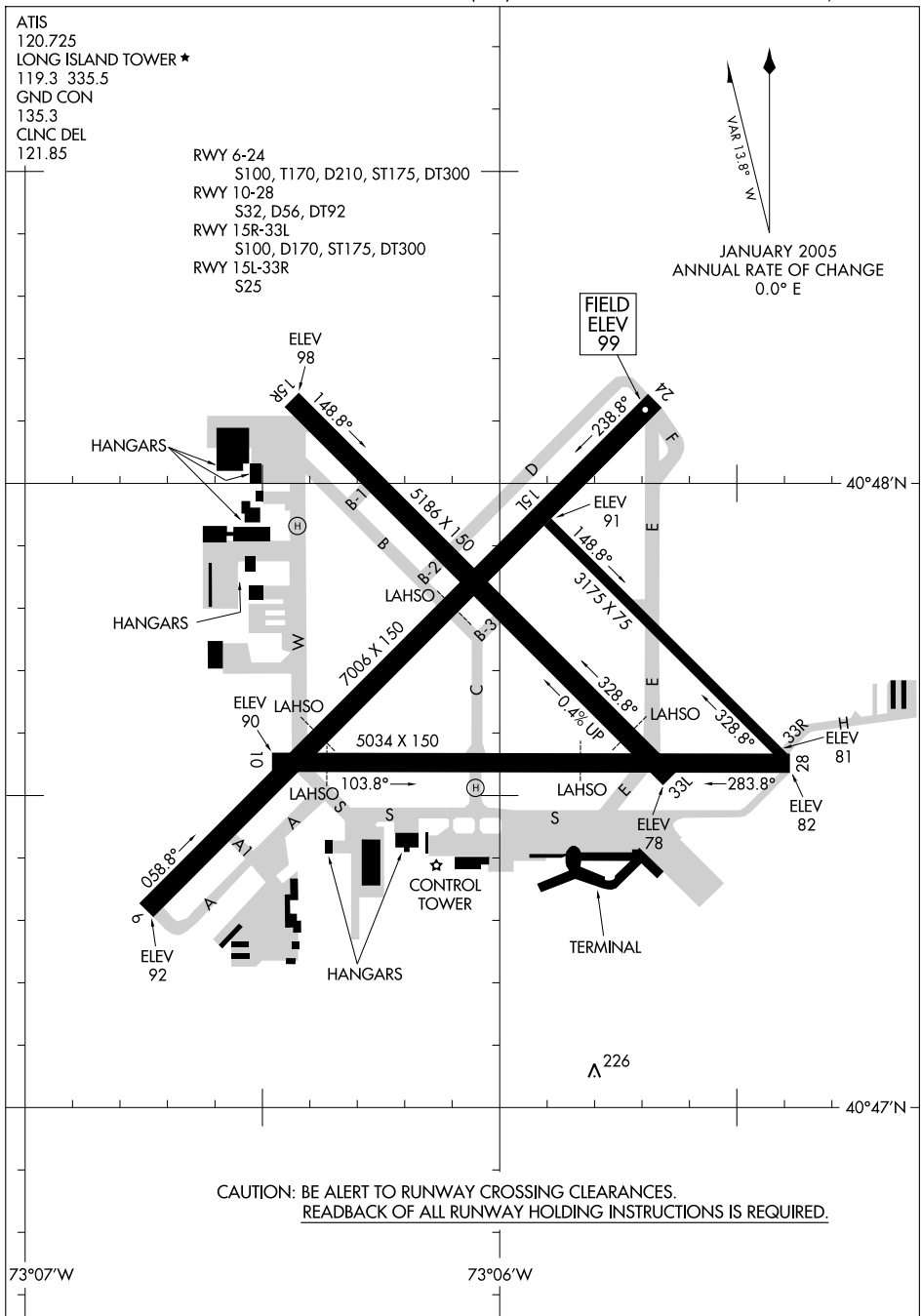
AL-948 (FAA)

ISLIP/ LONG ISLAND MACARTHUR (ISP)
ISLIP, NEW YORK

ATIS
120.725
LONG ISLAND TOWER ★
119.3 335.5
GND CON
135.3
CLNC DEL
121.85

RWY 6-24
S100, T170, D210, ST175, DT300
RWY 10-28
S32, D56, DT92
RWY 15R-33L
S100, D170, ST175, DT300
RWY 15L-33R
S25

JANUARY 2005
ANNUAL RATE OF CHANGE
0.0° E



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-2, 22 OCT 2009 to 19 NOV 2009

ILS or LOC RWY 6
ISLIP/LONG ISLAND MAC ARTHUR (ISP)

ISLIP/LONG ISLAND MAC ARTHUR (ISP)

MALS R

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct CCC VOR/DME and hold.

NE-2. 22 OCT 2009 to 19 NOV 2009

[illegible]

ELEV 99

Δ 173 \pm

Δ 170

Δ 210

Δ 161

Δ 137 \pm

Δ 119

Δ 125

Δ 125

Δ 125

Δ 226

Δ 125

7006 X 150

5034 X 150

3175 X 75

5188 X 150

10

15

20

059° 5.1 NM
from FAF

TDZE 94

TWR 189

MIRL Rwy 15R-33L

HIRL Rwy 6-24

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

⚠ **RVR 1800 authorized with the use of FD or AP or HUD to DA.

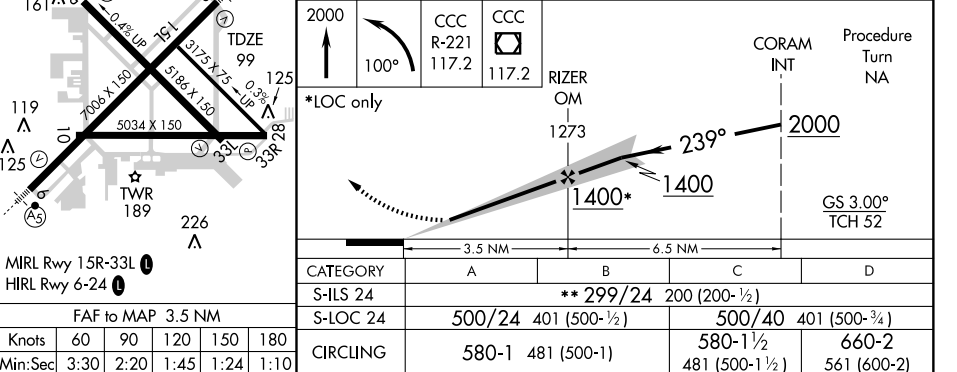
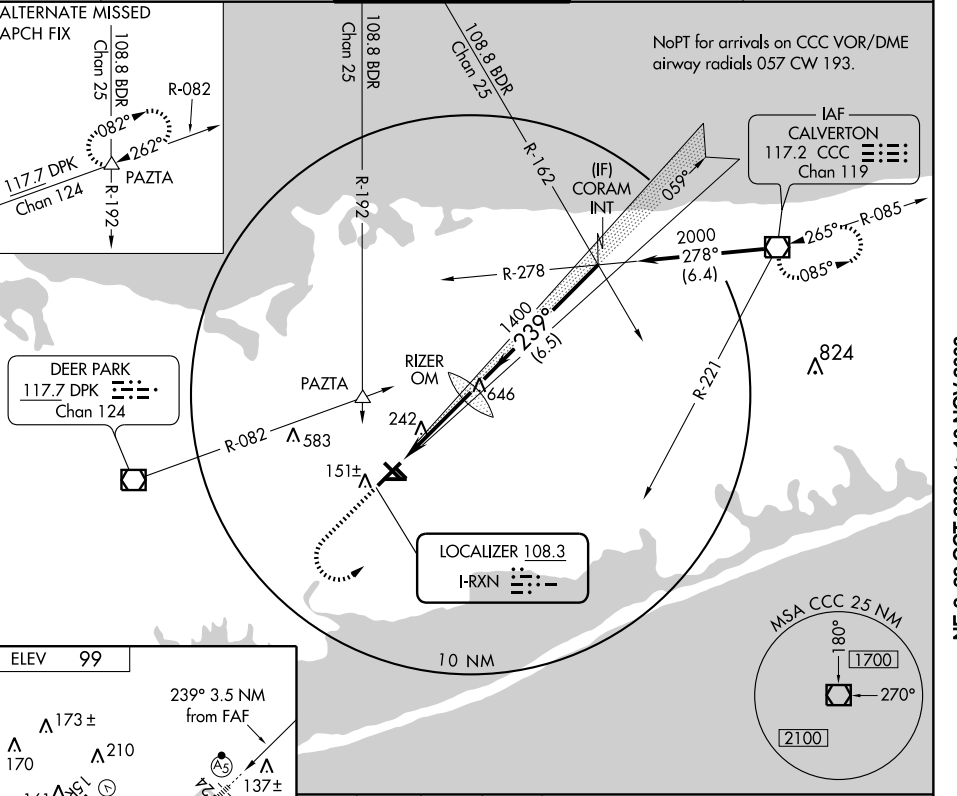
⚠ When local altimeter setting not received, use Shirley altimeter setting and increase S-ILS 24 DA to 327 and all MDA 40 feet and increase S-LOC Cat D visibility to RVR 5000.

MALSR

AS

MISSED APPROACH: Climb to 2000 then left turn via heading 100° and CCC R-221 to CCC VOR/DME and hold.

ATIS	NEW YORK APP CON	LONG ISLAND TOWER*	GND CON	CLNC DEL
120.725	118.0 343.75	119.3 (CTAF) 0 335.5	135.3	121.85

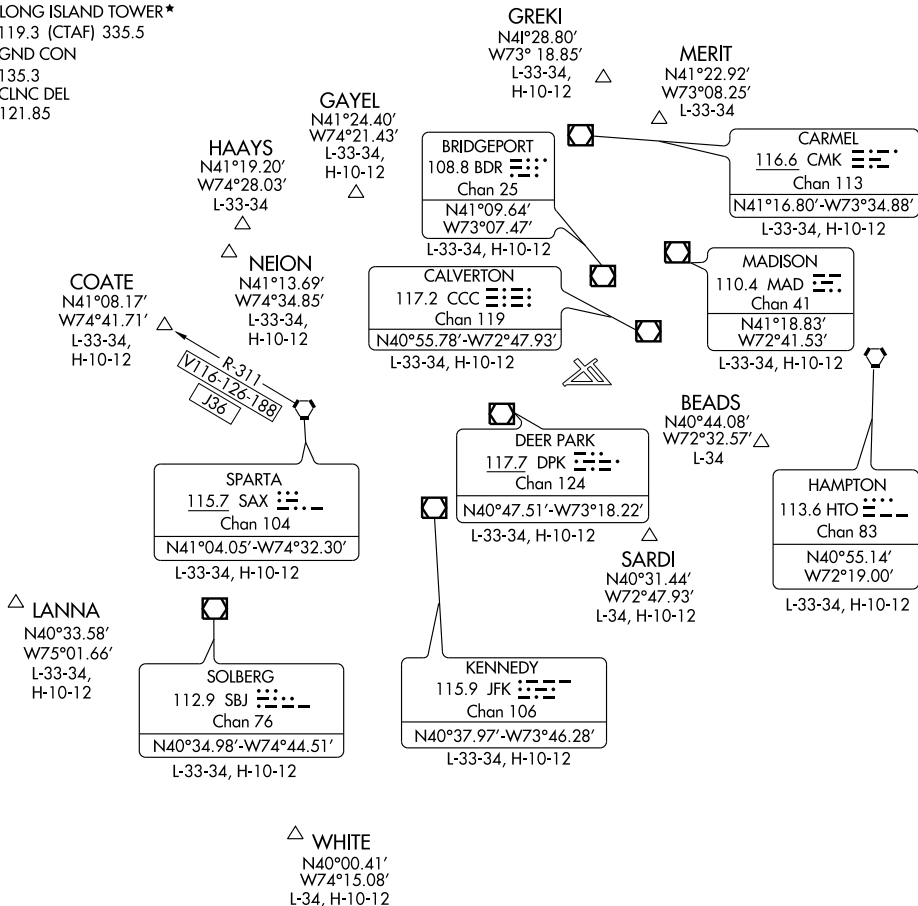


NE-2: 22 OCT 2009 to 19 NOV 2009

LONG ISLAND THREE DEPARTURE

ISLP, NEW YORK

ATIS 120.725
 NEW YORK APP CON
 118.0 343.75
 LONG ISLAND TOWER*
 119.3 (CTAF) 335.5
 GND CON
 135.3
 CLNC DEL
 121.85



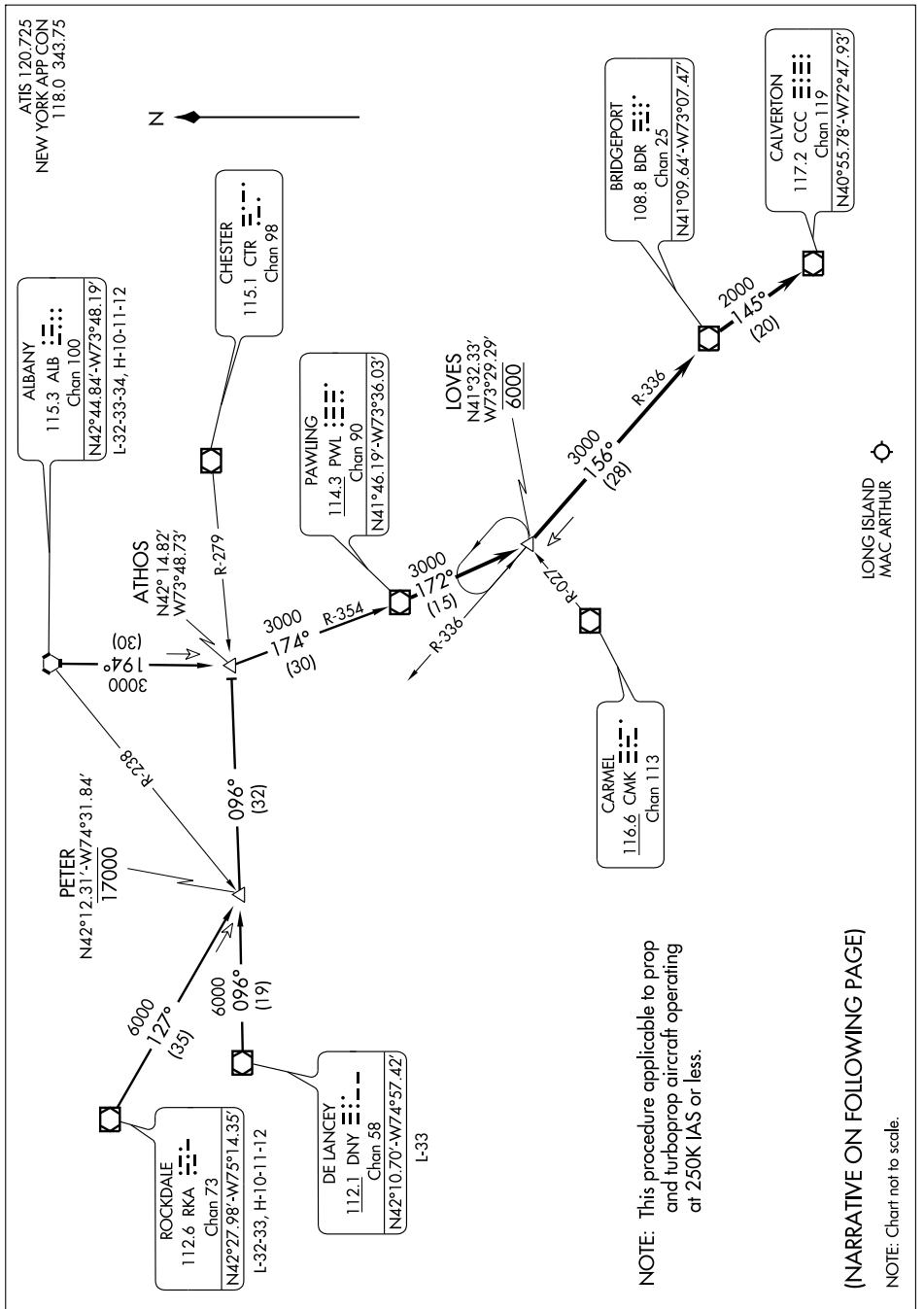
NOTE Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb on runway heading. Thence via vectors to assigned route/fix. Maintain 3,000 feet, expect clearance to filed altitude/flight level 10 minutes after departure.

NOTE: COATE departures expect vectors to SAX VORTAC or SAX R-311.

LOVES TWO ARRIVAL



ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.LOVES2): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

DE LANCEY TRANSITION (DNY.LOVES2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

ROCKDALE TRANSITION (RKA.LOVES2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

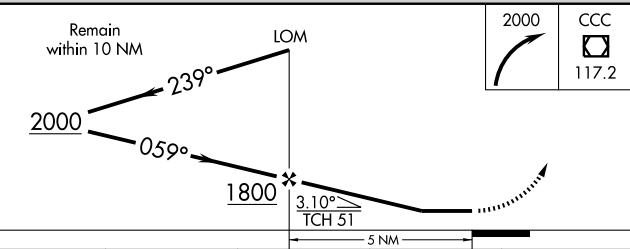
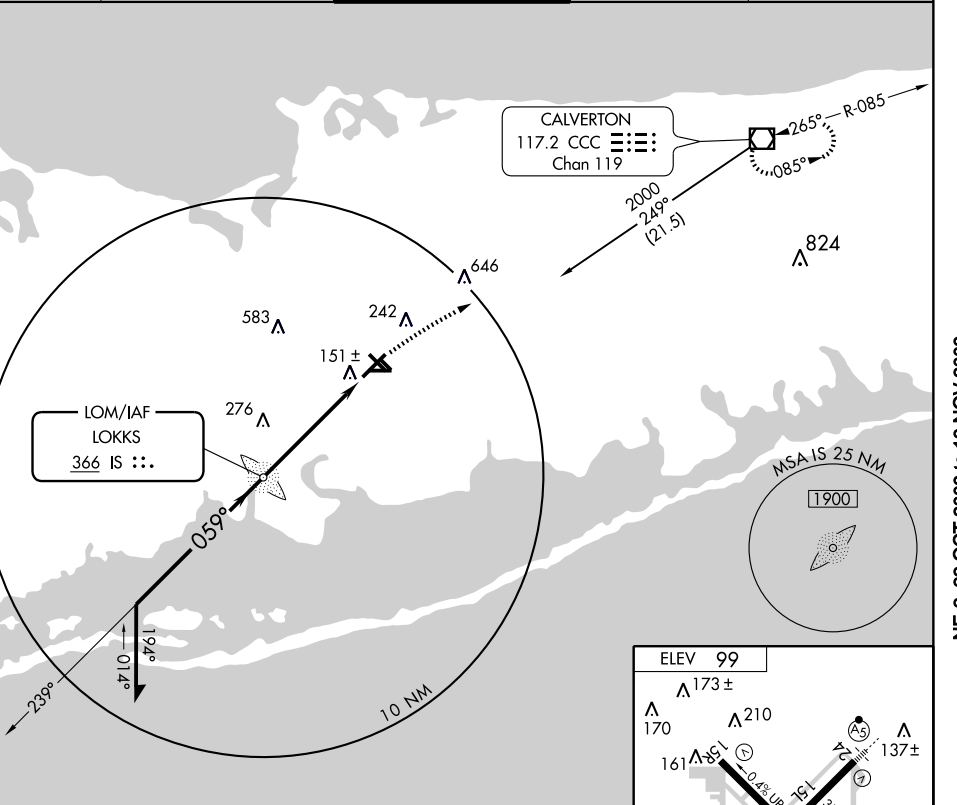
. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to BDR VOR/DME. Then via direct to CCC VOR/DME (MEA 2000). Expect radar vectors to the final approach course.

When local altimeter setting not received, use Shirley altimeter setting and increase all MDA 40 feet and increase S-6 Cat C and D visibility ¼.

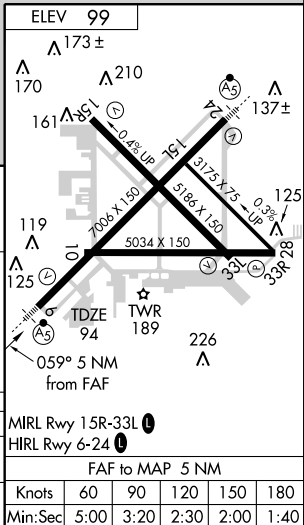
MALSR

MISSED APPROACH: Climbing right turn to 2000 direct CCC VOR/DME and hold.

ATIS 120.725	NEW YORK APP CON 118.0 343.75	LONG ISLAND TOWER★ 119.3 (CTAF) 0335.5	GND CON 135.3	CLNC DEL 121.85
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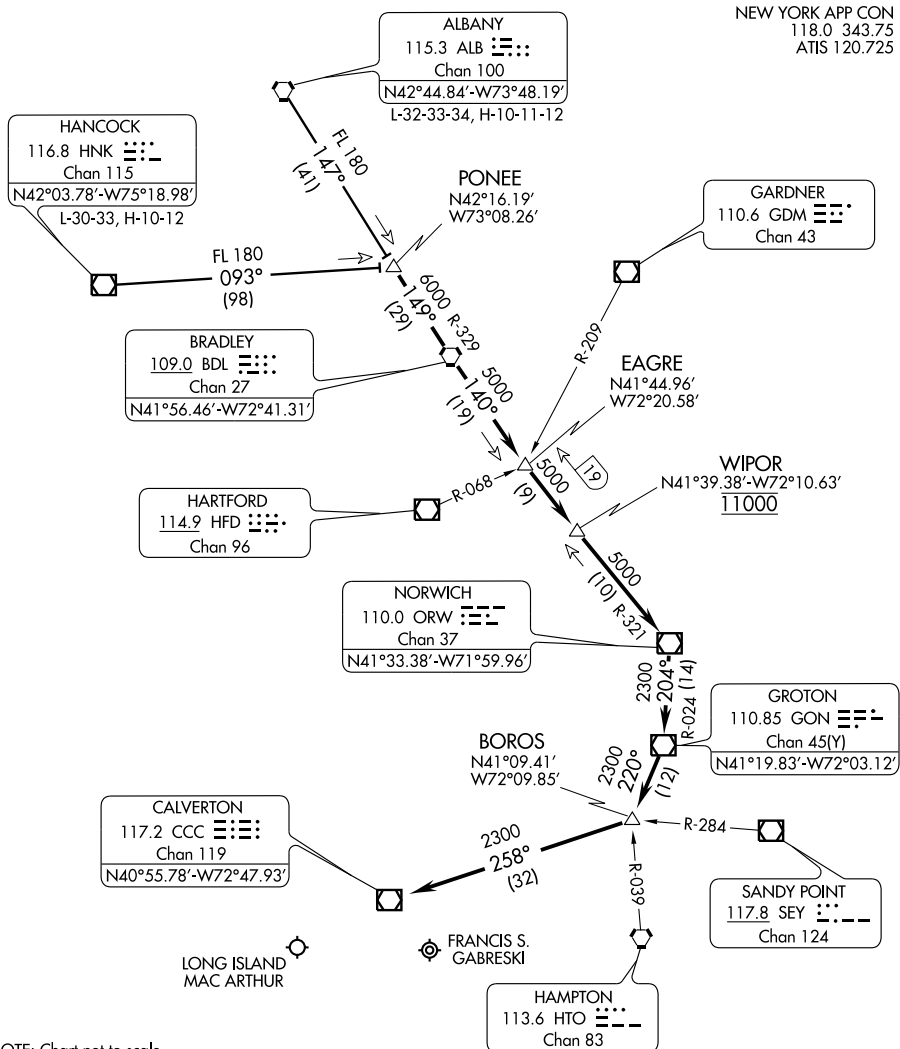


CATEGORY	A	B	C	D
S-6	580/40 486 (500-¾)			580/60 486 (500-1¼)
CIRCLING	580-1 481 (500-1)	580-1½ 481 (500-1½)		660-2 561 (600-2)



PONEE TWO ARRIVAL

ISLIP, NEW YORK



NOTE: Chart not to scale.

ALBANY TRANSITION (ALB.PONEE2): From over ALB VORTAC via ALB R-147 to PONEE INT. Thence. . .

HANCOCK TRANSITION (HNK.PONEE2): From over HNK VOR/DME via HNK R-093 to PONEE INT. Thence. . .

. . . . From over PONEE INT via BDL R-329 to BDL VORTAC; then via BDL R-140 to ORW VOR/DME, then via ORW R-204 to GON VOR/DME, then via GON R-220 to BOROS INT, then direct to CCC VOR/DME. Expect radar vectors to final approach course.

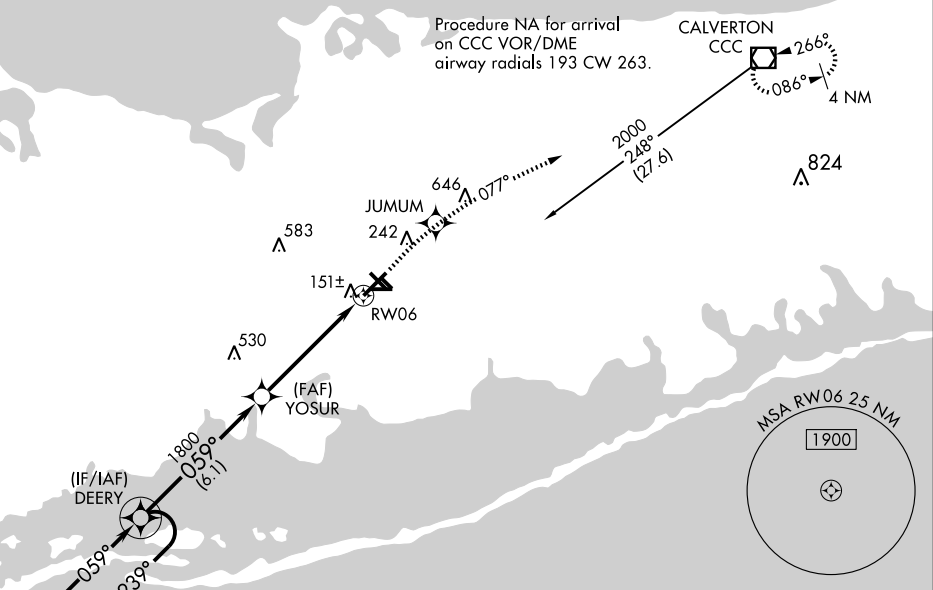
WAAS CH 66010 W06A	APP CRS 059°	Rwy Idg TDZE Apt Elev	7006 94 99
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⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shirley altimeter setting and increase all DA 28 feet and all MDA 40 feet. For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. Baro-VNAV NA when using Shirley altimeter setting. VDP NA when using Shirley altimeter setting.

MALSR

MISSED APPROACH: Climb to 2000 direct JUMUM and via 077° track to CCC VOR/DME and hold.

ATIS 120.725	NEW YORK APP CON 118.0 343.75	LONG ISLAND TOWER ★ 119.3 (CTAF) 0 335.5	GND CON 135.3	CLNC DEL 121.85
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4 NM Holding Pattern

VGSI and RNAV glidepath not coincident.

2000 JUMUM 077° track CCC

DEERY

2000 ← 239° 059° →

YOSUR

*1.1 NM to RW06

RW06

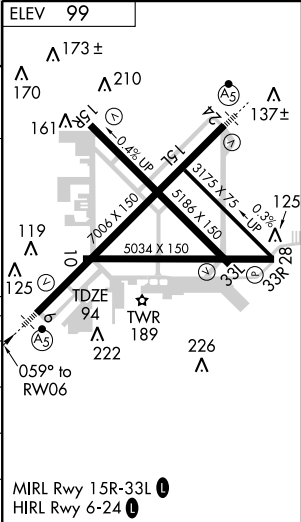
*LNAV Only

GS 3.00° TCH 54

1800

6.1 NM 4 NM 1.1

CATEGORY	A	B	C	D
LPV DA	294/24		200 (200-½)	
LNAV/VNAV DA	451/40		357 (400-¾)	
LNAV MDA	500/24	406 (500-½)	500/40 406 (500-¾)	500/50 406 (500-1)
CIRCLING	580-1	481 (500-1)	580-1½ 481 (500-1½)	660-2 561 (600-2)



NE-2: 22 OCT 2009 to 19 NOV 2009

WAAS CH 82610 W24A	APP CRS 239°	Rwy Idg 7006 TDZE 99 Apt Elev 99
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RNAV (GPS) RWY 24

ISLIP/ LONG ISLAND MAC ARTHUR (ISP)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

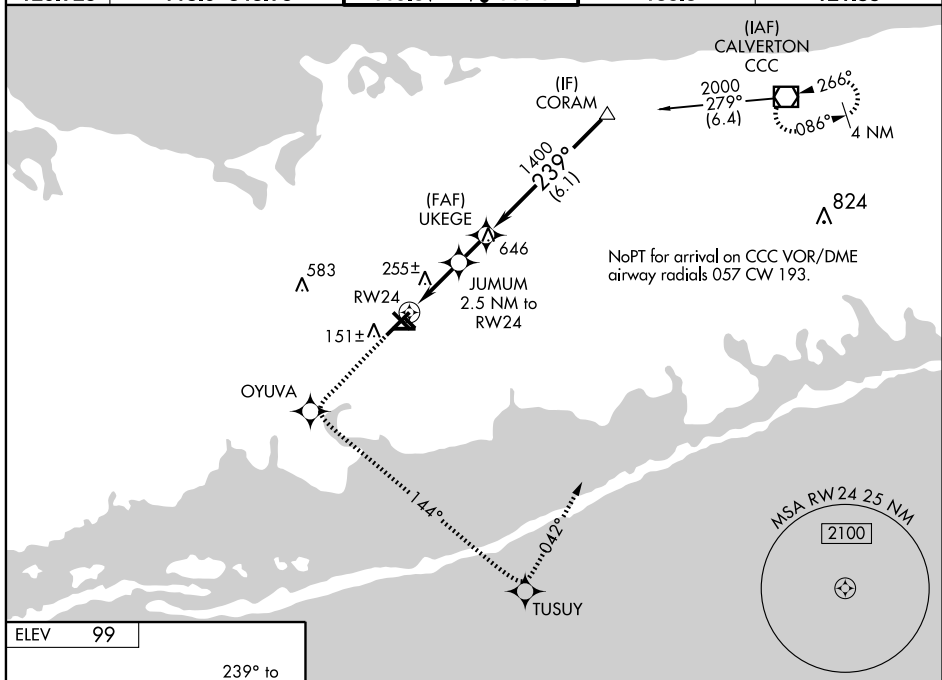
▲ When local altimeter setting not received, use Shirley altimeter setting and increase all DA 28 feet and all MDA 40 feet. For inoperative MALSR increase LNAV Cat D visibility to RVR 6000. Baro-VNAV NA when using Shirley altimeter setting. VDP NA when using Shirley altimeter setting.

MALSR

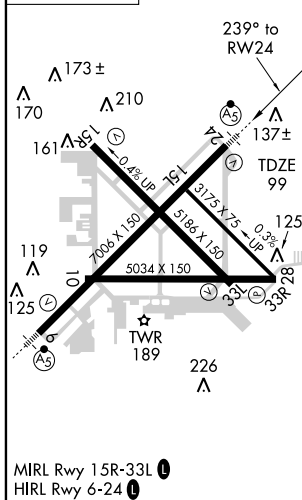


MISSED APPROACH: Climb to 2000 direct OYUVA then via 144° track to TUSUY then via 042° track to CCC VOR/DME and hold.

ATIS 120.725	NEW YORK APP CON 118.0 343.75	LONG ISLAND TOWER ★ 119.3 (CTAF) 0 335.5	GND CON 135.3	CLNC DEL 121.85
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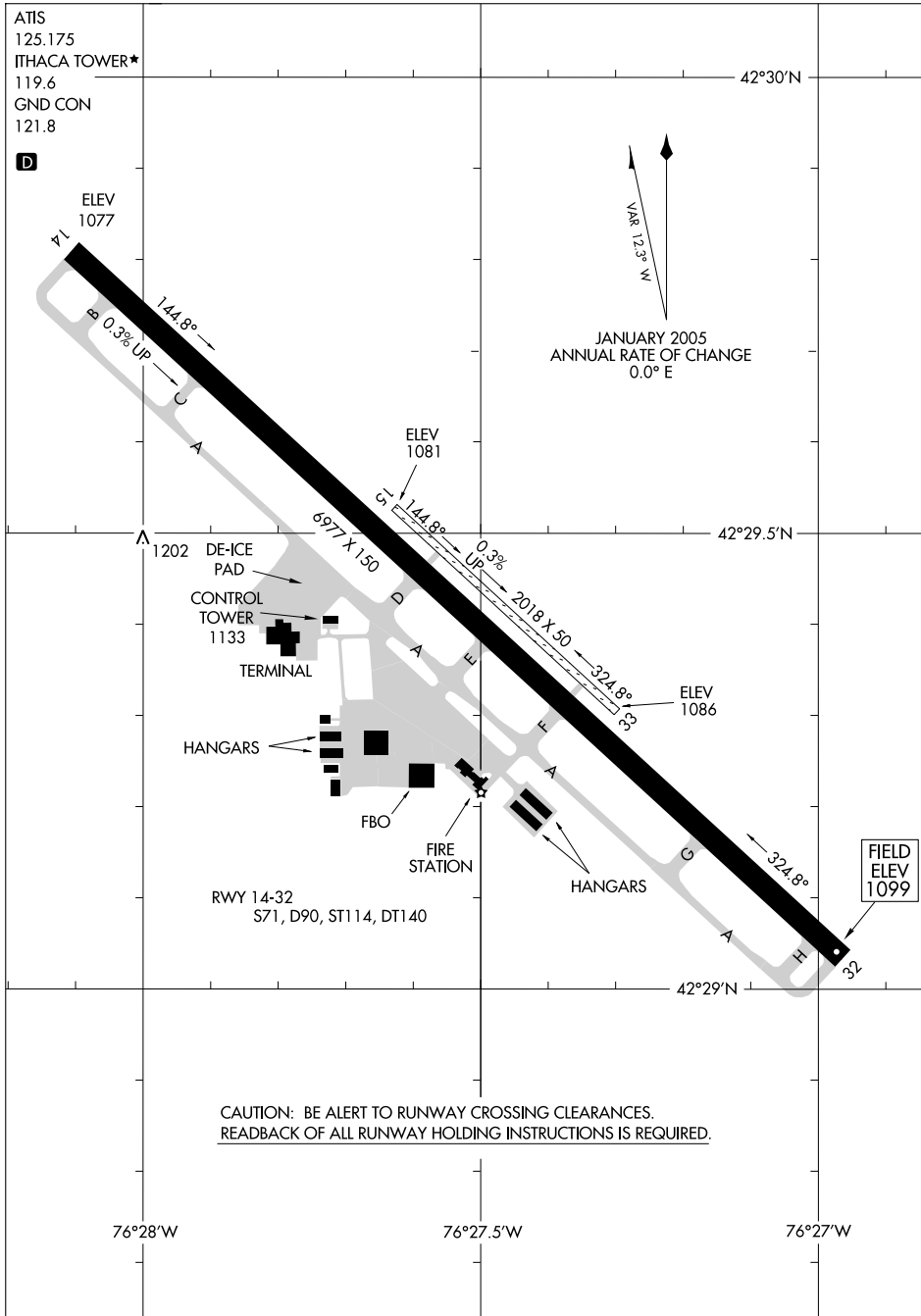
ELEV	99
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2000 ↑	OYUVA ✧	144° track	TUSUY ✧	042° track	CCC ☐				
* LNAV Only RW24 * 1.2 NM to RW24 JUMUM 2.5 NM to RW24 UKEGE CORAM 2000 Procedure Turn NA GS 3.00° TCH 52									
CATEGORY		A		B		C		D	
LPV	DA			299/24		200 (200-½)			
LNAV/ VNAV	DA			593/60		494 (500-1¼)			
LNAV MDA		520/24	421 (500-½)			520/40 421 (500-¾)	520/50 421 (500-1)		
CIRCLING		580-1	481 (500-1)			580-1½ 481 (500-1½)	660-2 561 (600-2)		

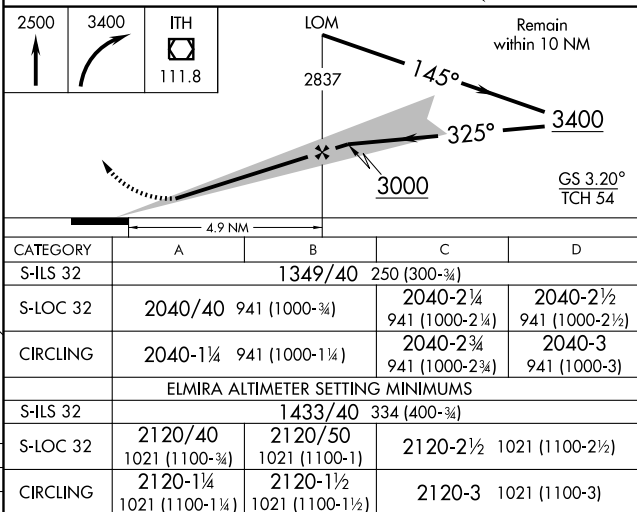
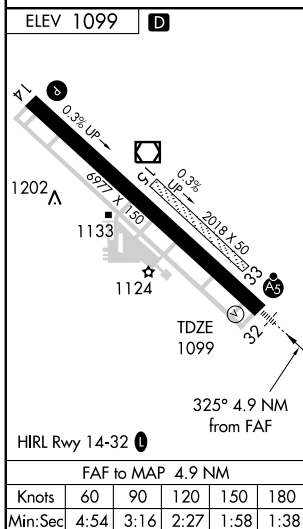
AIRPORT DIAGRAM

AL-779 (FAA)

ITHACA TOMPKINS RGNL (ITH)
ITHACA, NEW YORK

NE-2, 22 OCT 2009 to 19 NOV 2009

ATIS 125.175	ELMIRA APP CON ★ 124.3 257.8	ITHACA TOWER ★ 119.6 (CTAF) 0	GND CON 121.8	UNICOM 122.95
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VOR/DME ITH	APP CRS	Rwy Idg	6601
111.8	133°	TDZE	1087
Chan 55		Apt Elev	1099

VOR or GPS RWY 14

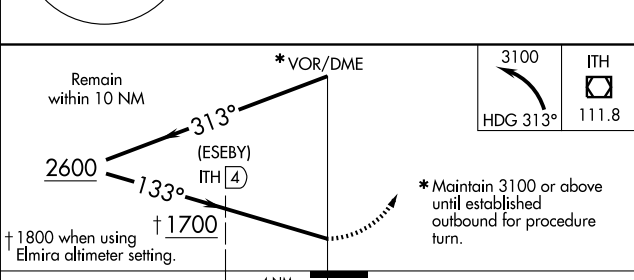
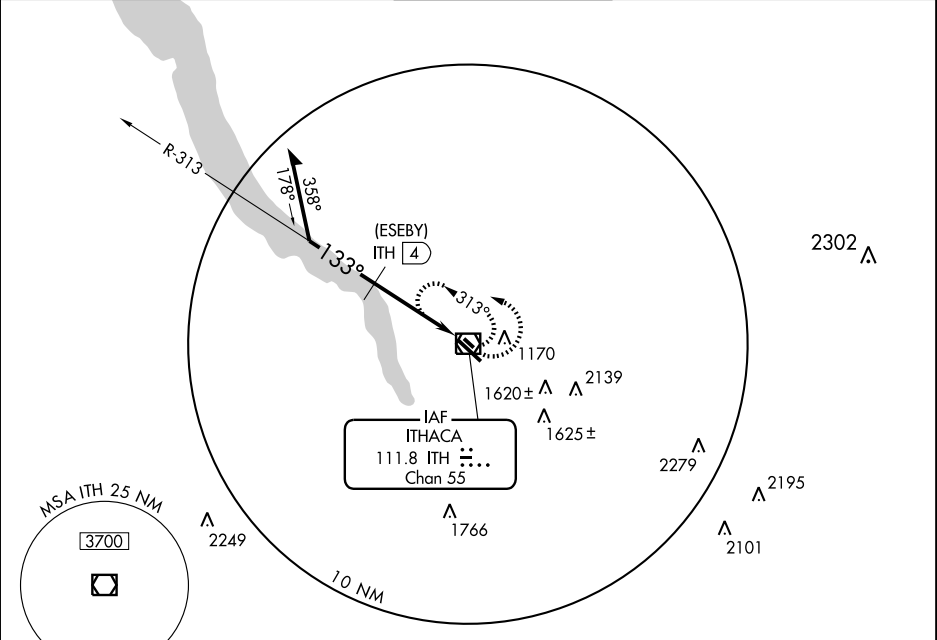
ITHACA TOMPKINS RGNL (ITH)

⚠ When control tower closed, except for operators with approved weather reporting service, use Elmira altimeter setting and increase all MDAs 100 feet and visibility Cat C and D ¼ mile.

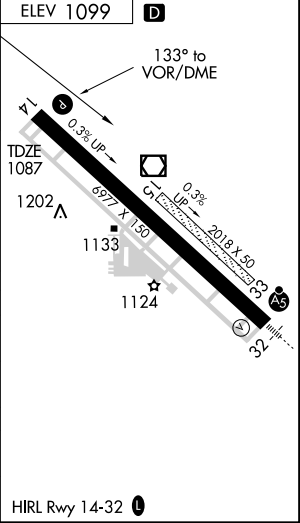
⚠

MISSED APPROACH: Climbing left turn to 3100 via heading 313° then direct ITH VOR/DME and hold.

ATIS 125.175	ELMIRA APP CON ★ 124.3 257.8	ITHACA TOWER ★ 119.6 (CTAF) 0	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
S-14	1700-1	613 (700-1)	1700-1¼ 613 (700-1¼)	1700-2 613 (700-2)
CIRCLING	1700-1	601 (700-1)	1700-1¼ 601 (700-1¼)	1820-2¼ 721 (800-2¼)
DME MINIMUMS				
S-14	1460-1 373 (400-1)			1460-1¼ 373 (400-1¼)
CIRCLING	1520-1 421 (500-1)	1560-1 461 (500-1)	1600-1½ 501 (600-1½)	1820-2¼ 721 (800-2¼)



VOR/DME ITH 111.8 Chan 55	APP CRS 329°	Rwy Idg TDZE Apt Elev	6601 1099 1099
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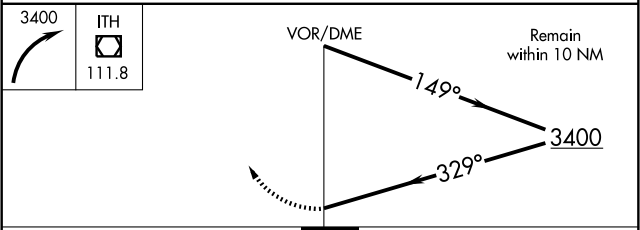
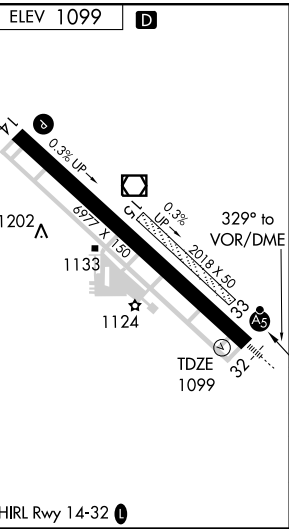
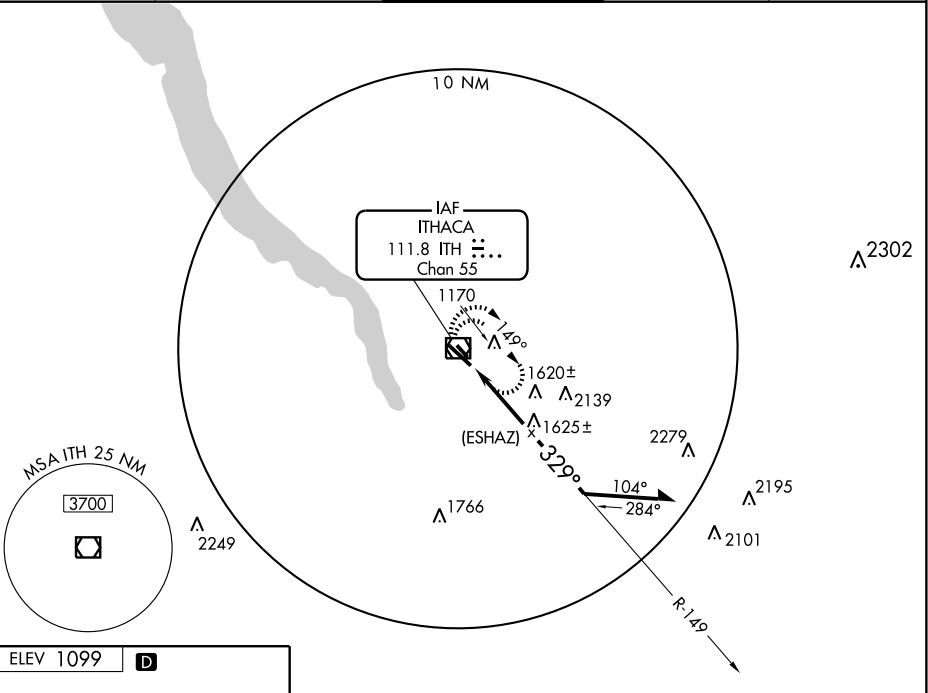
VOR or GPS RWY 32
ITHACA TOMPKINS RGNL(ITH)

When control tower closed, except for operators with weather reporting service, use Elmira altimeter setting. Inoperative table does not apply to Cats A and B.



MISSED APPROACH: Climbing right turn to 3400 in ITH VOR/DME holding pattern.

ATIS 125.175	ELMIRA APP CON ★ 124.3 257.8	ITHACA TOWER ★ 119.6 (CTAF) 0	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
S-32	2500/60 1401 (1500-1¼)	2500-1½ 1401 (1500-1½)	2500-2½	1401 (1500-2½)
CIRCLING	2500-1¼ 1401 (1500-1¼)	2500-1½ 1401 (1500-1½)	2500-3	1401 (1500-3)
ELMIRA ALTIMETER SETTING MINIMUMS				
S-32	2580/60 1481 (1500-1¼)	2580-1½ 1481 (1500-1½)	2580-2½	1481 (1500-2½)
CIRCLING	2580-1¼ 1481 (1500-1¼)	2580-1½ 1481 (1500-1½)	2580-3	1481 (1500-3)

RNAV (GPS) RWY 7

JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

APP CRS	Rwy Idg	5299
069°	TDZE	1722
	Apt Elev	1723

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

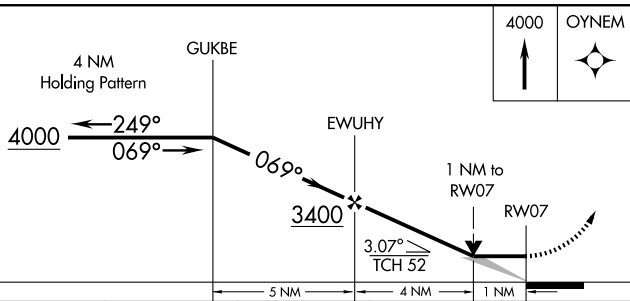
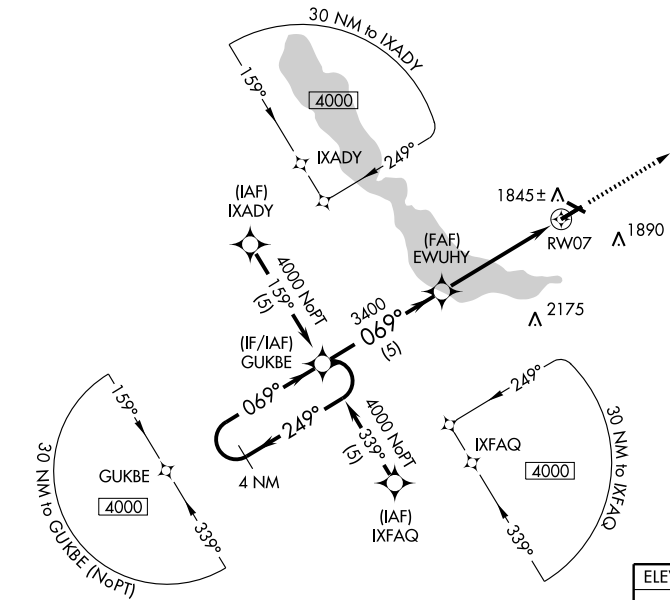
MISSED APPROACH: Climb to 4000
direct OYNEM WP and hold.

AWOS-3
118.425

ERIE APP CON ★
126.05

UNICOM
122.7 (CTAF)

Λ 2392



ELEV 1723

REIL Rwy 31
MIRL Rwy 13-31
HIRL Rwy 7-25

CATEGORY	A	B	C	D
LNAV MDA	2100-1	378 (400-1)		2100-1¼ 378 (400-1¼)
CIRCLING	2180-1	457 (500-1)	2240-1½ 517 (600-1½)	2280-2 557 (600-2)

APP CRS 129°
Rwy Idg 4500
TDZE 1723
Apt Elev 1723

RNAV (GPS) RWY 13

JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

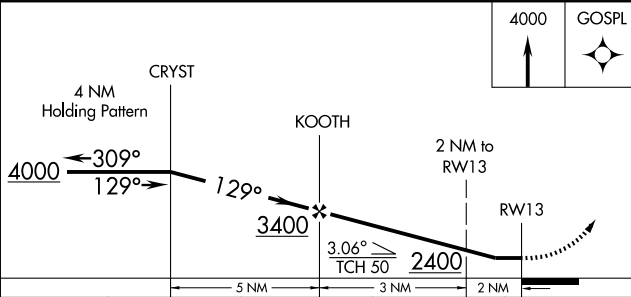
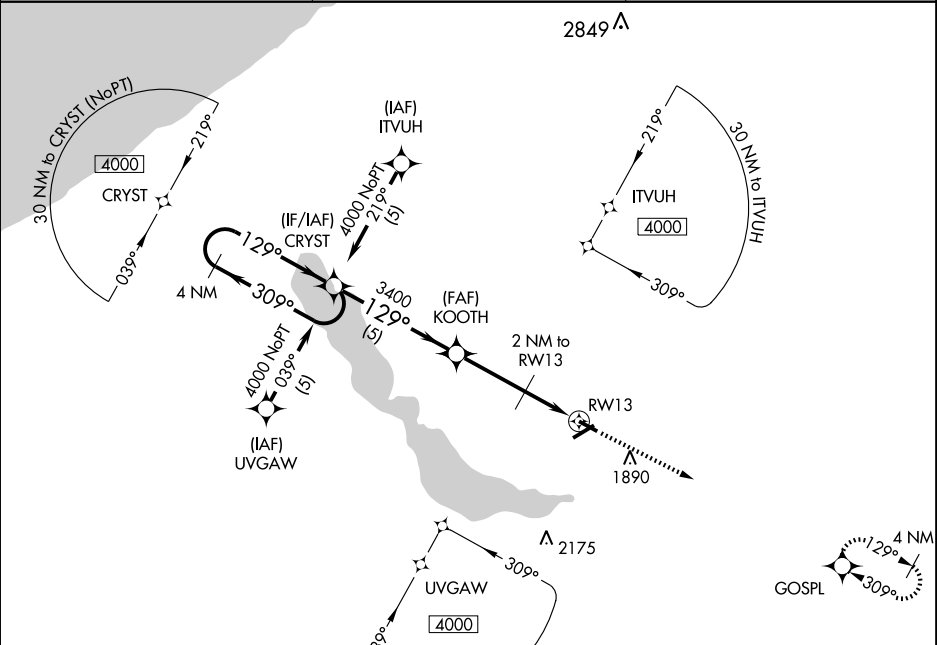
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000
direct GOSPL WP and hold.

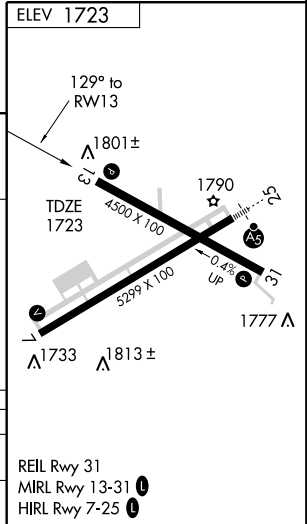
AWOS-3
118.425

ERIE APP CON ★
126.05

UNICOM
122.7 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	2140-1	417 (500-1)	2140-1¼	417 (500-1¼)
CIRCLING	2180-1	457 (500-1)	2240-1½	2280-2
			517 (600-1½)	557 (600-2)



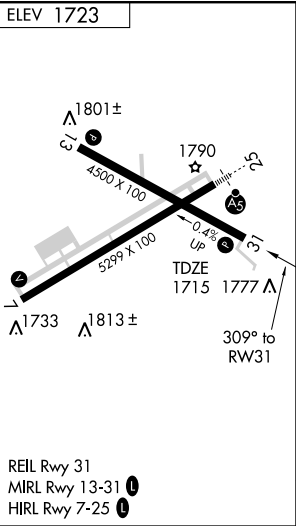
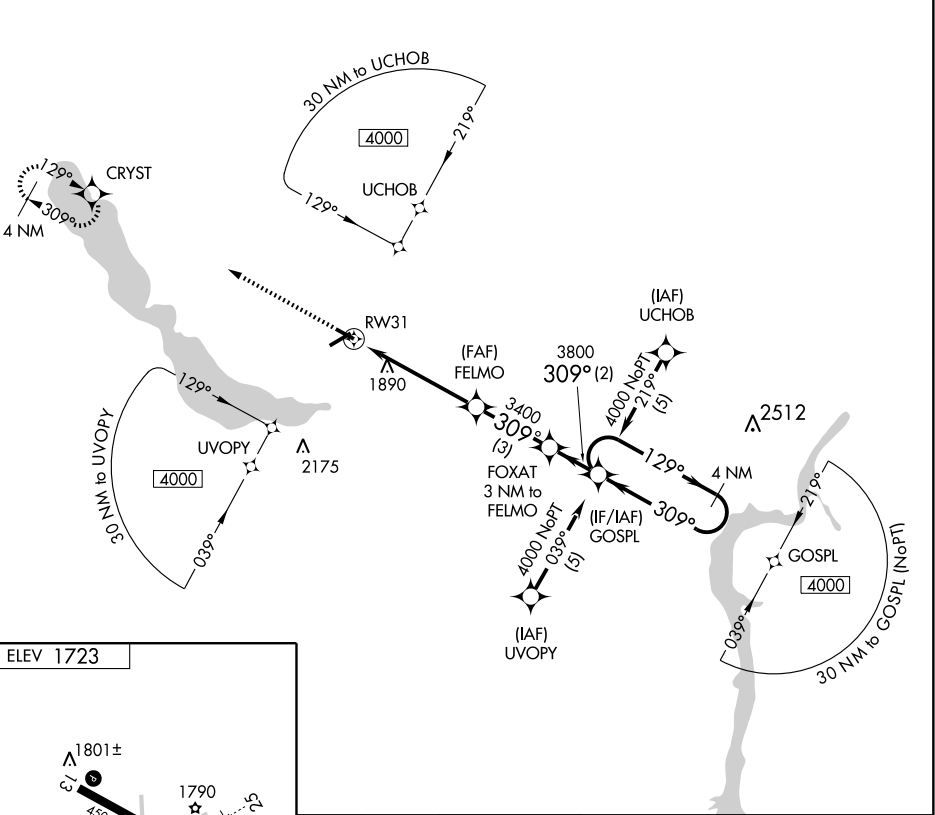
APP CRS	Rwy Idg	4500
309°	TDZE	1715
	Apt Elev	1723

RNAV (GPS) RWY 31

JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

GPS or RNP-0.3 required.	MISSED APPROACH: Climb to 4000 direct CRYST WP and hold.
NA	

AWOS-3 118.425	ERIE APP CON ★ 126.05	UNICOM 122.7 (CTAF)
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	CRYST			
	RW31			
	5 NM			
	3 NM			
	2 NM			
	4000			
	3800			
	3400			
	309°			
	129°			
	4000			
	4 NM Holding Pattern			
CATEGORY	A	B	C	D
LNAV MDA	2200-1	485 (500-1)	2200-1¼ 485 (500-1¼)	2200-1½ 485 (500-1½)
CIRCLING	2200-1	477 (500-1)	2240-1½ 517 (600-1½)	2280-2 557 (600-2)

REIL Rwy 31
MIRL Rwy 13-31
HIRL Rwy 7-25

APP CRS
249°

Rwy Idg	5299
TDZE	1721
Apt Elev	1723

RNAV (GPS) Y RWY 25

JAMESTOWN/CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

T GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
A NA For inoperative MALSR, increase LNAV visibility
 Cat A-C to 1 mile, Cat D to 1 1/4.

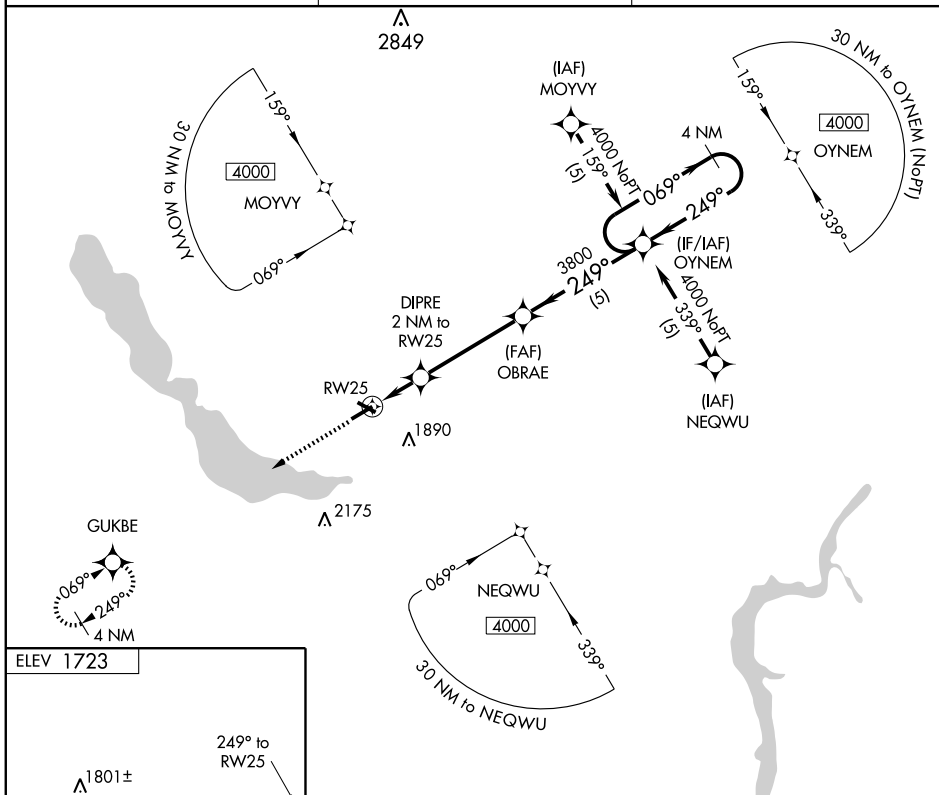


MISSED APPROACH: Climb to 4000 direct GUKBE WP and hold.

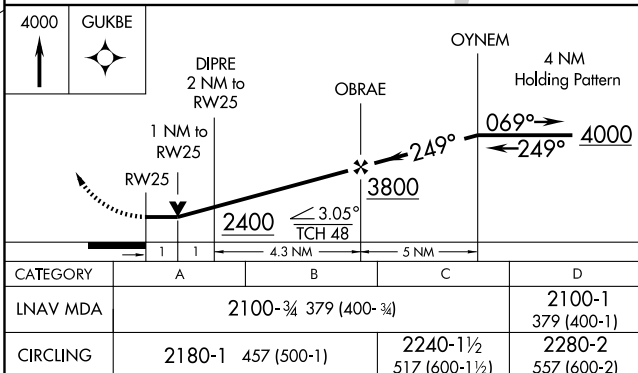
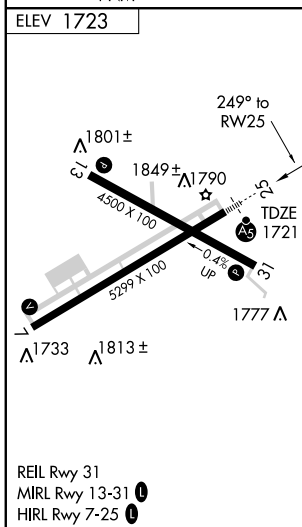
AWOS-3
118.425

ERIE APP CON ★
126.05

UNICOM
122.7 (CTAF) **L**



NE-2. 22 OCT 2009 to 19 NOV 2009



APP CRS	Rwy Idg	5299
249°	TDZE	1721
	Apt Elev	1723

RNAV (GPS) Z RWY 25

JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Baro-VNAV NA below -18°C (0°F).
For inoperative MALSR, increase LNAV/VNAV visibility
Cat A-D to 1 mile, increase LNAV visibility Cat A-B to 1 mile.

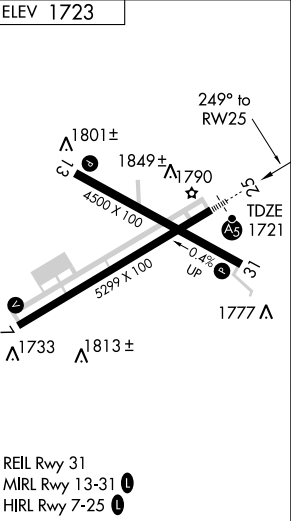
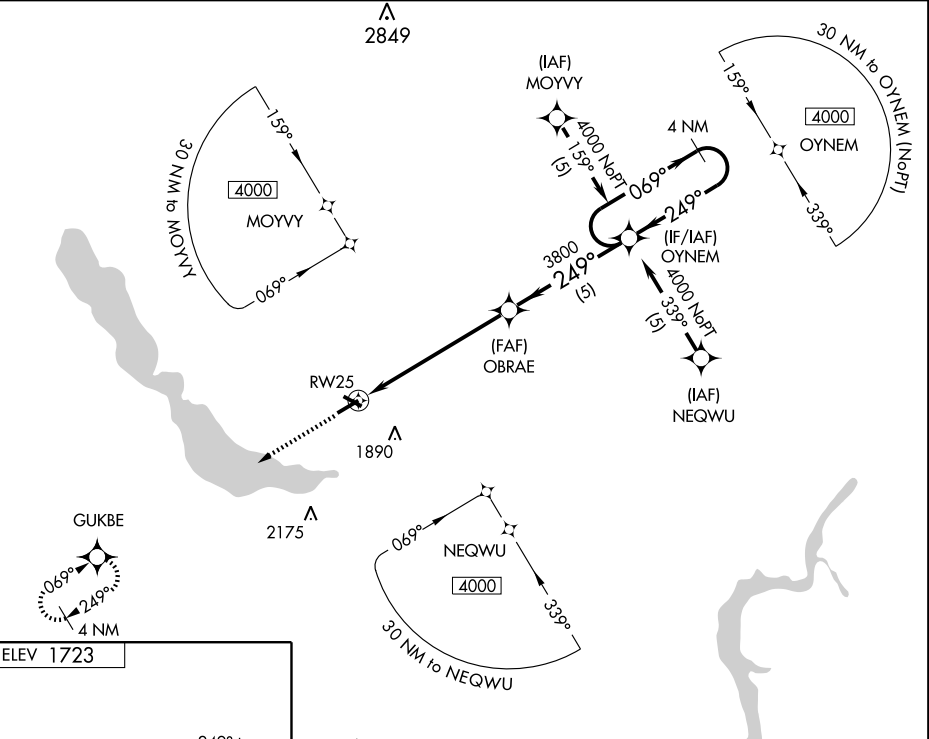


MISSED APPROACH: Climb to
4000 direct GUKBE WP and hold.

AWOS-3
118.425

ERIE APP CON ★
126.05

UNICOM
122.7 (CTAF) 0



4000		GUKBE		OYNEM		4 NM
				Holding Pattern		
		OBRAE		249°		069°→ 4000
		*1.6 NM to RW25		←249°		
		RW25		3800		GS 3.00° TCH 48
		*LNAV only		5 NM		
CATEGORY		A		B		C
GLS PA DA				NA		D
LNAV/VNAV DA		2040-¾		319 (400-¾)		
LNAV MDA		2260-¾ 539 (600-¾)		2260-1 539 (600-1)		2260-1 ¼ 539 (600-1 ¼)
CIRCLING		2260-1 537 (600-1)		2260-1 ½ 537 (600-1 ½)		2280-2 557 (600-2)

VOR/DME JHW 114.7 Chan 94	APP CRS 077°	Rwy Idg 5299 TDZE 1722 Apt Elev 1723
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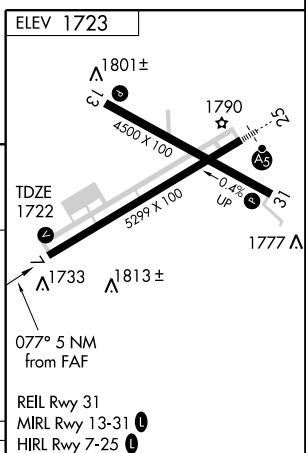
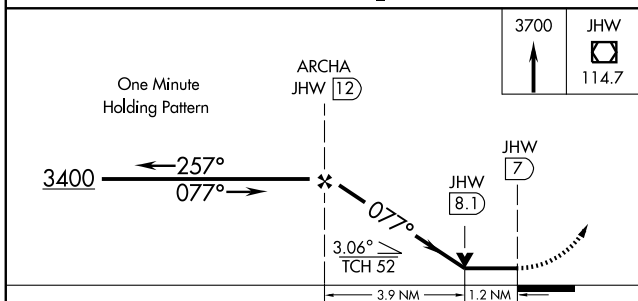
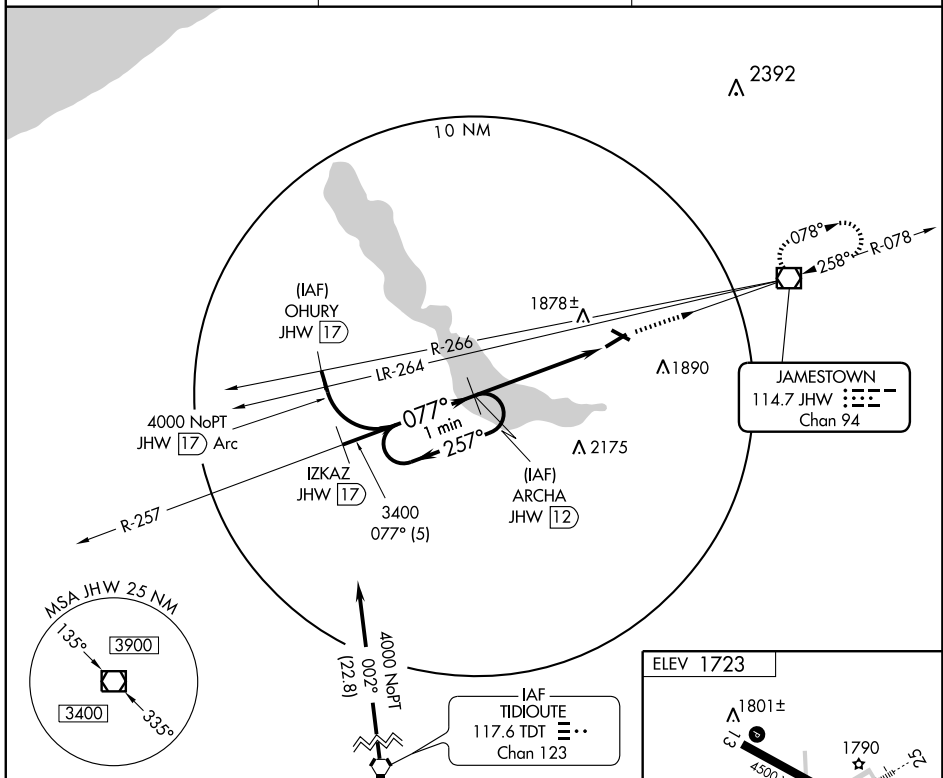
JAMESTOWN / CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

VOR/DME RWY 7

MISSED APPROACH: Climb to 3700
direct JHW VOR/DME and hold.

AWOS-3
118.425

ERIE APP CON ★
126.05

UNICOM
122.7 (CTAF) **L**

CATEGORY	A	B	C	D
S-7	2140-1	418 (500-1)	2140-1¼	418 (500-1¼)
CIRCLING	2180-1	457 (500-1)	2240-1½ 517 (600-1½)	2280-2 557 (600-2)

Knots	60	90	120	150	180
Min:Sec					

▼

Inoperative table does not apply.

MALSR

MISSED APPROACH: Climbing right turn to 3700
direct JHW VOR/DME and hold.

AWOS-3 118.425	ERIE APP CON ★ 126.05	UNICOM 122.7 (CTAF) 0
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ELEV 1723

REIL Rwy 31
MRL Rwy 13-31
HIRL Rwy 7-25

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

3700

JHW
114.7

VOR/DME

One Minute Holding Pattern

CATEGORY	A	B	C	D
S-25	2180-1 459 (500-1)		2180-1¼ 459 (500-1¼)	2180-1½ 459 (500-1½)
CIRCLING	2180-1 457 (500-1)		2240-1½ 517 (600-1½)	2280-2 557 (600-2)

NE-2, 22 OCT 2009 to 19 NOV 2009

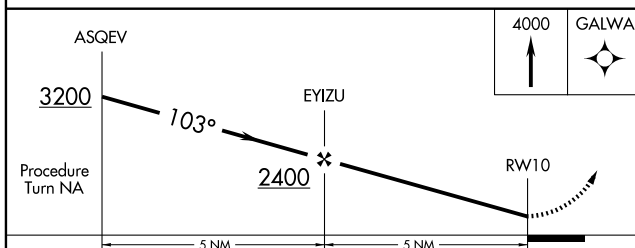
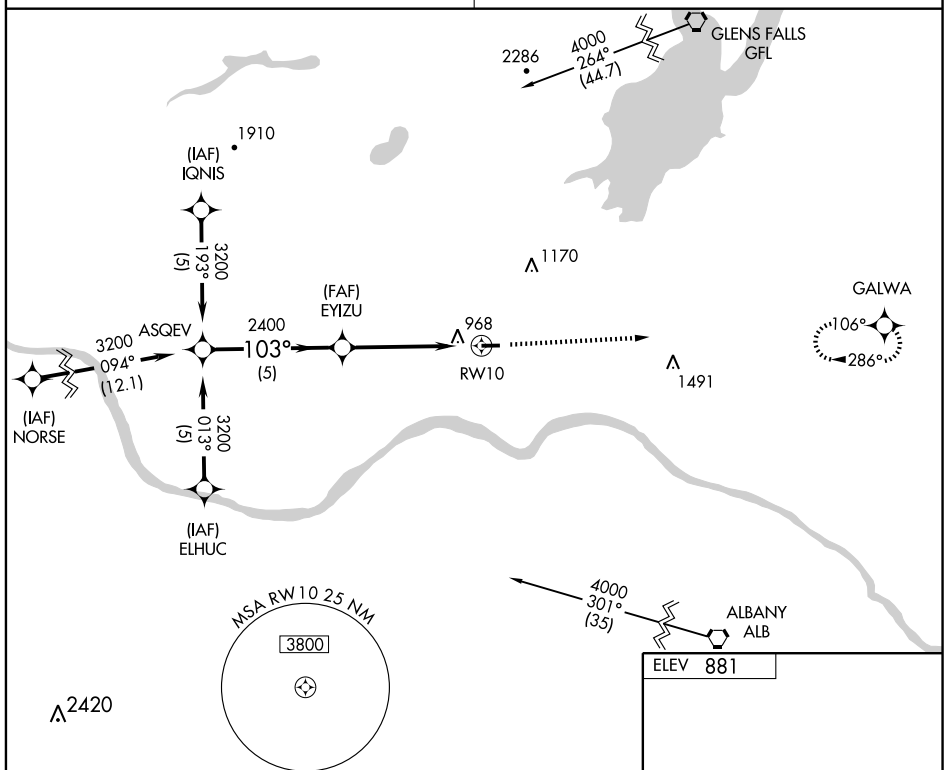
APP CRS	Rwy Idg	4000
103°	TDZE	881
	Apt Elev	881

GPS RWY 10

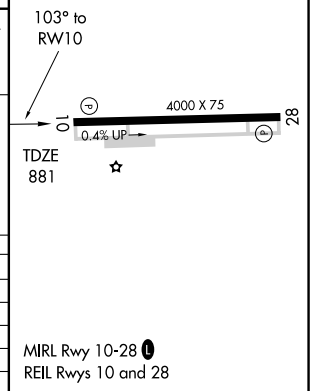
JOHNSTOWN/ FULTON COUNTY (NY0)

T Use Schenectady County altimeter setting;
A NA when not received, use Albany Intl altimeter setting.

MISSED APPROACH: Climb to 4000 direct GALWA WP and hold.

ALBANY APP CON
118.05UNICOM
122.7 (CTAF) **L**

CATEGORY	A	B	C	D
S-10	1440-1	559 (600-1)		NA
CIRCLING	1440-1	559 (600-1)		NA
ALBANY INTL. ALTIMETER SETTING				MINIMUMS
S-10	1480-1	599 (600-1)		NA
CIRCLING	1480-1	599 (600-1)		NA



GPS RWY 28

JOHNSTOWN/ FULTON COUNTY (NY)

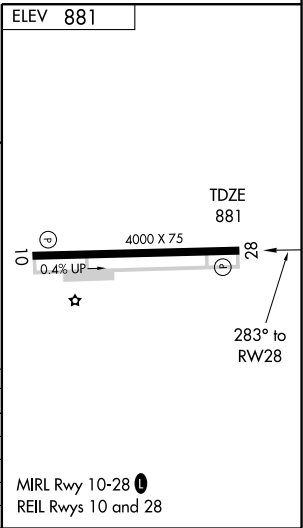
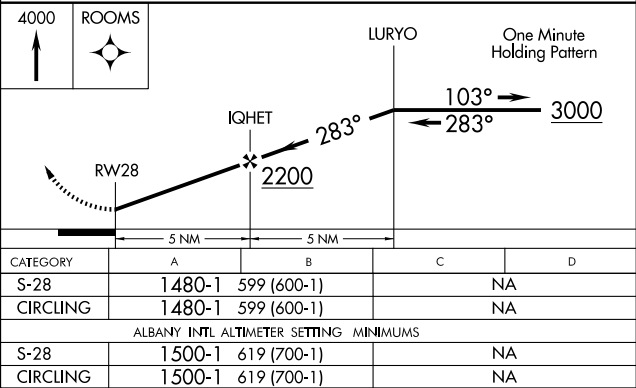
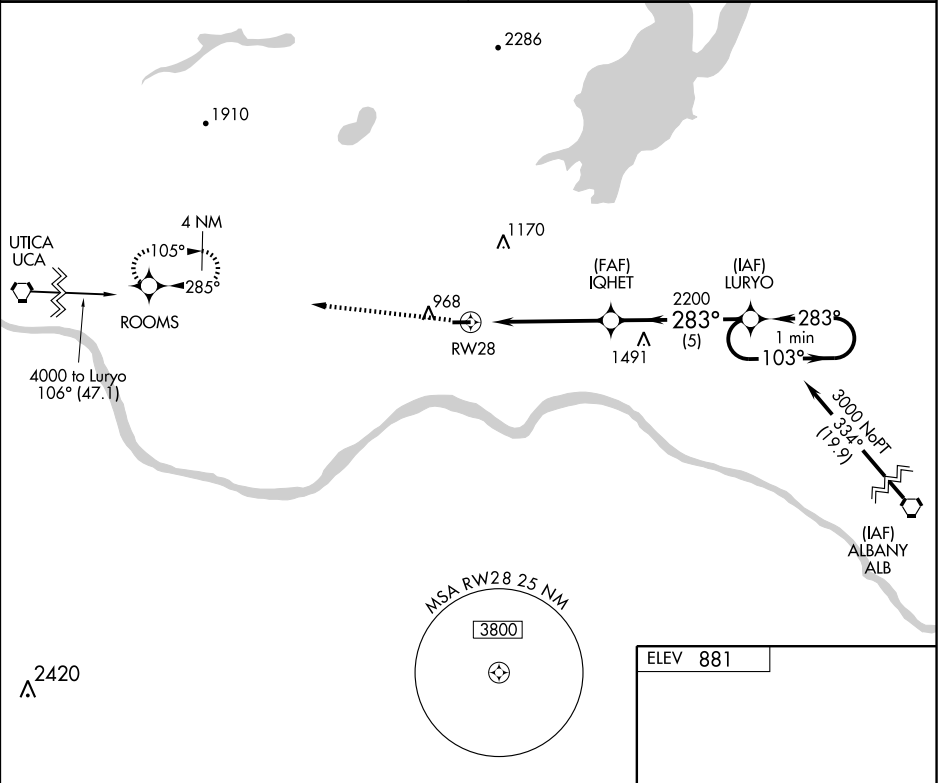
APP CRS	Rwy Idg	4000
283°	TDZE	881
	Apt Elev	881

Use Schenectady County altimeter setting;
NA if not received, use Albany Intl altimeter setting.

MISSED APPROACH: Climb to 4000 direct ROOMS WP and hold.

ALBANY APP CON
118.05

UNICOM
122.7 (CTAF)



NDB RWY 10

JOHNSTOWN/ FULTON COUNTY (NY)

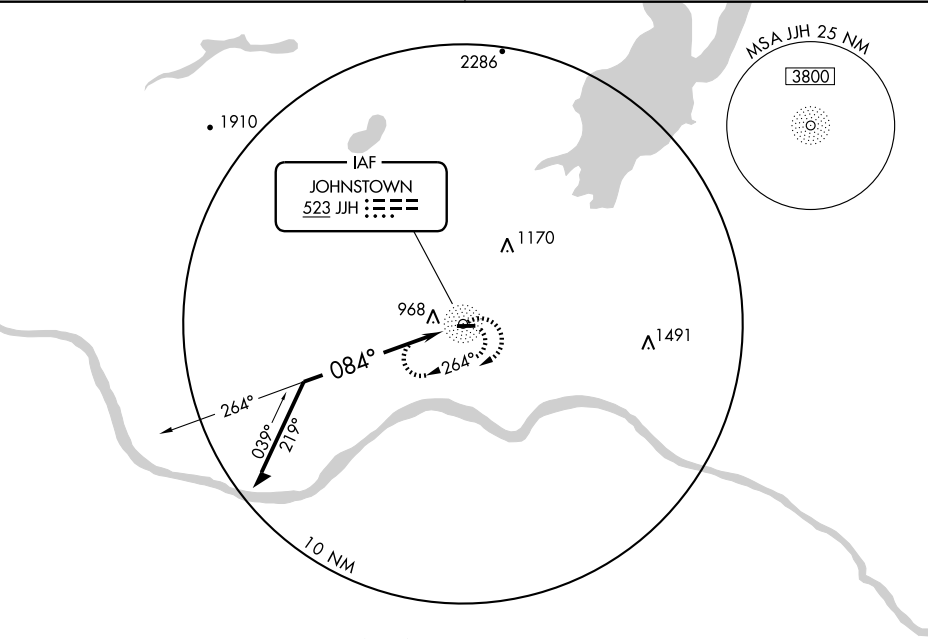
NDB JJH 523	APP CRS 084°	Rwy Idg TDZE Apt Elev	4000 881 881
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▼ Use Schenectady County altimeter setting;
▲ NA when not received, use Albany Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 in JJH NDB holding pattern.

ALBANY APP CON
118.05

UNICOM
122.7 (CTAF)



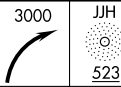
RADAR REQUIRED

▲ 2420

Remain within 10 NM

3000

NDB



ELEV 881

TDZE
881

10

0.4% UP

4000 X 75

28

084°
to NDB

MIRL Rwy 10-28
REIL Rwy 10 and 28

CATEGORY	A	B	C	D
S-10	1900-1¼ 1019 (1100-1¼)	1900-1½ 1019 (1100-1½)		NA
CIRCLING	1900-1¼ 1019 (1100-1¼)	1900-1½ 1019 (1100-1½)		NA
ALBANY INTL ALTIMETER SETTING MINIMUMS				
S-10	1940-1¼ 1059 (1100-1¼)	1940-1½ 1059 (1100-1½)		NA
CIRCLING	1940-1¼ 1059 (1100-1¼)	1940-1½ 1059 (1100-1½)		NA

NDB JJH
523

APP CRS
292°

Rwy Idg	4000
TDZE	881
Apt Elev	881

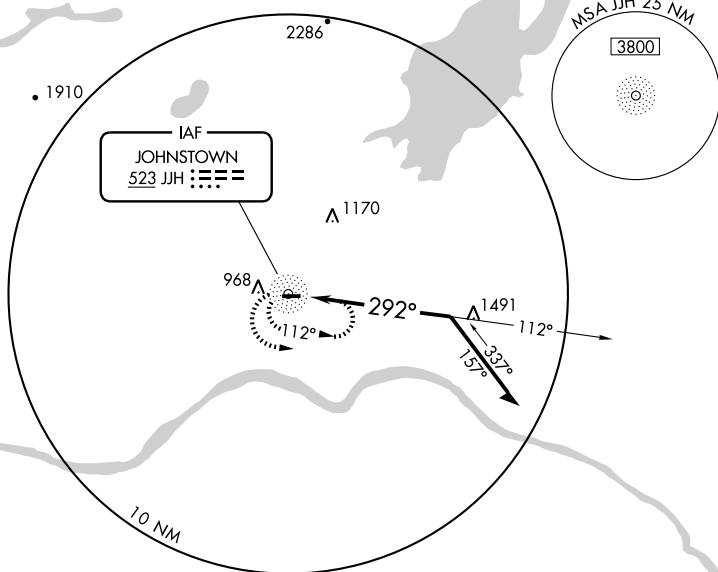
NDB RWY 28

JOHNSTOWN/ FULTON COUNTY (NY0)

T Use Schenectady County altimeter setting;
A NA when not received, use Albany Intl altimeter setting.

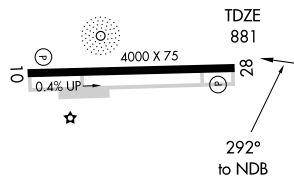
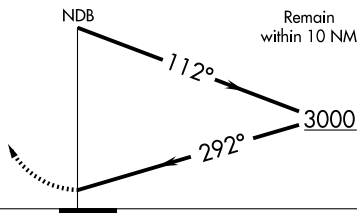
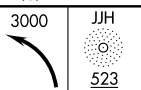
MISSED APPROACH: Climbing left turn to 3000 in JJH NDB holding pattern.

ALBANY APP CON
118.05

UNICOM
122.7 (CTAF) **L** Δ^{2420}

RADAR REQUIRED

ELEV 881



CATEGORY	A	B	C	D
S-28	2000-1¼ 1119 (1200-1¼)	2000-1½ 1119 (1200-1½)		NA
CIRCLING	2000-1¼ 1119 (1200-1¼)	2000-1½ 1119 (1200-1½)		NA
ALBANY INTL ALTIMETER SETTING MINIMUMS				
S-28	2020-1¼ 1139 (1200-1¼)	2020-1½ 1139 (1200-1½)		NA
CIRCLING	2020-1¼ 1139 (1200-1¼)	2020-1½ 1139 (1200-1½)		NA

MIRL Rwy 10-28 **L**
REIL Rwy 10 and 28

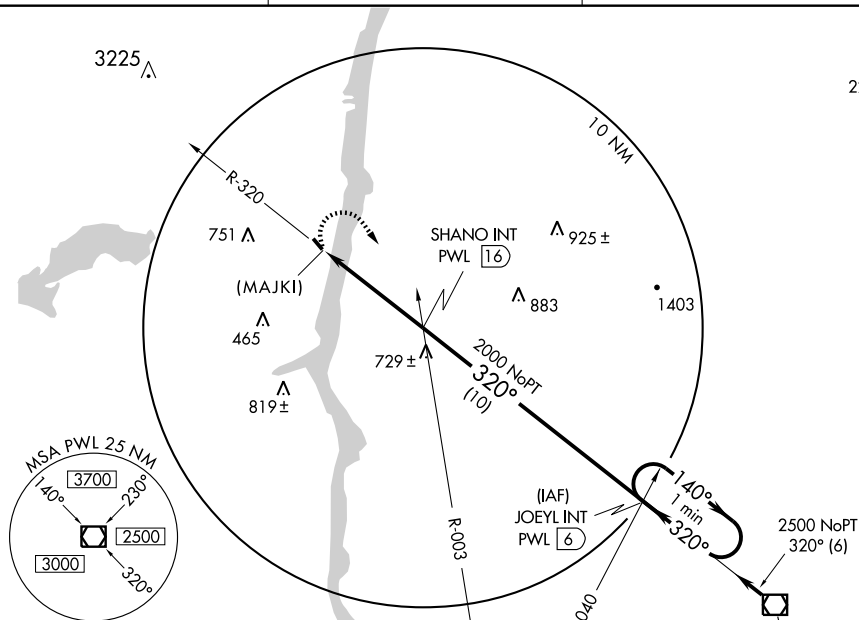
AL-9137 (FAA)

VOR or GPS-A
KINGSTON-ULSTER (20N)

MISSED APPROACH: Climbing right turn to 2500 via PWL R-320 to JOEYL Int/PWL 6 DME and hold.

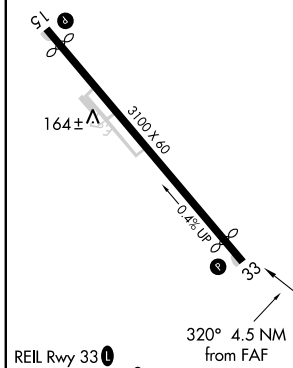
UNICOM
122.8 (CTAF)

123.3 L

 Δ^{2000}

KINGSTON
117.6 IGN 
Chan 123

IAF
PAWLING
114.3 PWL :≡≡≡
Chan 90



2500
PWL R-320
114.3

JOEYL

JOEYL INT
PWL 6

One Minute Holding Pattern

(MAJKI)
PWL 20.5

SHANO INT
PWL 16

2000

$$\frac{140^\circ \rightarrow}{2500}$$

FAF to MAP 4.5 NM

CATEGORY

A

B

C

D

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CIRCLING	1500-1¼ 1351 (1400-1¼)
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NA

NE-2. 22 OCT 2009 to 19 NOV 2009

▼

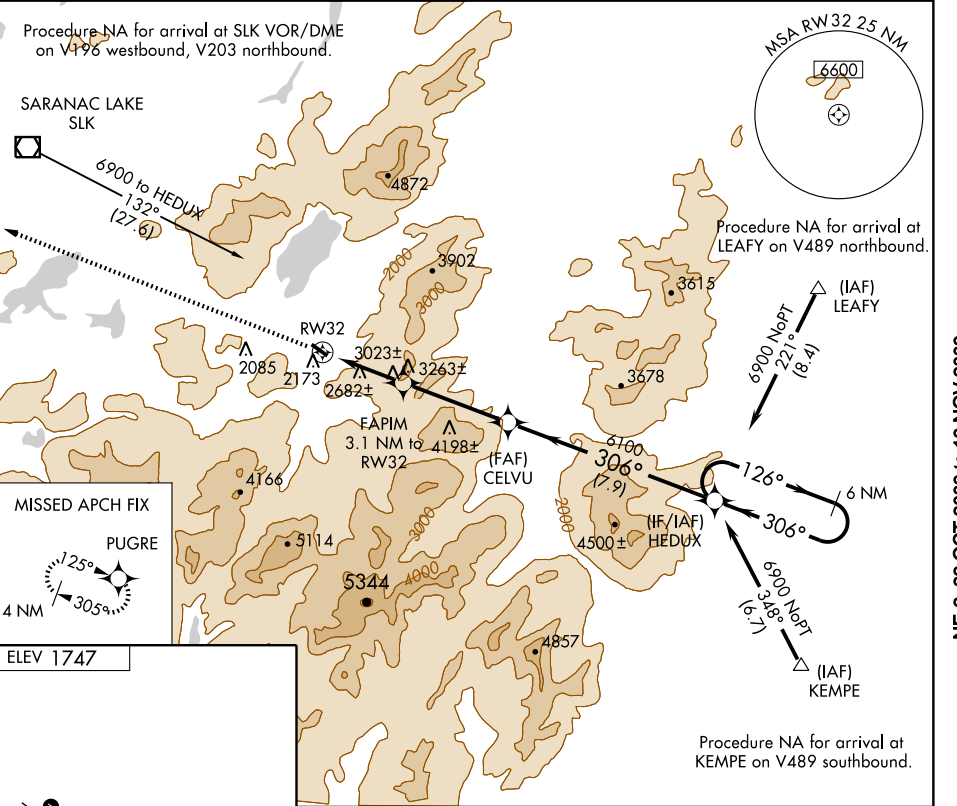
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

▲ NA

Use Saranac Lake altimeter setting.
Procedure NA at night.

MISSED APPROACH: Climb to 5000
direct PUGRE WP and hold.

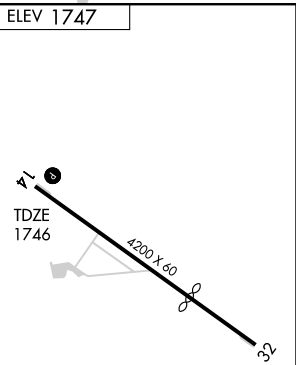
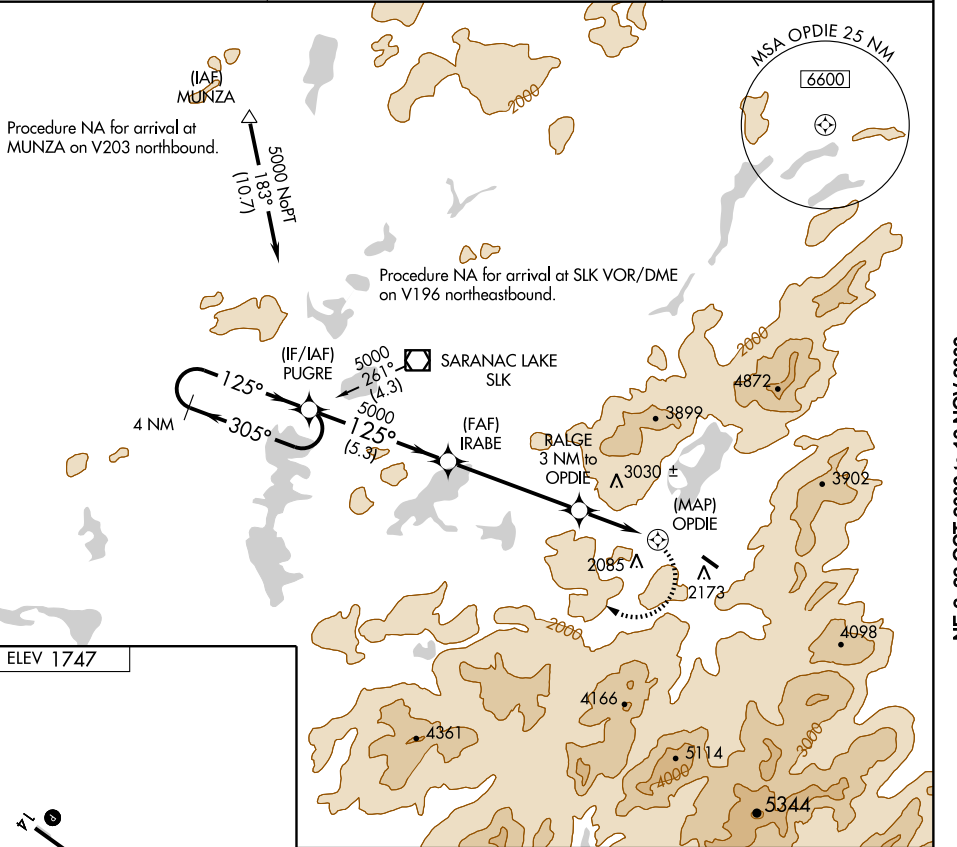
SARANAC LAKE ASOS 124.175	BOSTON CENTER 120.35 342.25	UNICOM 122.8 (CTAF) 0
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APP CRS	Rwy Idg	4200
125°	TDZE	1746
	Apt Elev	1747

<div><div>▼</div><div>▲ NA</div></div> <div>GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Saranac Lake altimeter setting. Procedure NA at night.</div>	MISSED APPROACH: Climbing right turn to 5000 direct PUGRE WP and hold.
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SARANAC LAKE ASOS 124.175	BOSTON CENTER 120.35 342.25	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern	PUGRE	IRABE	5000	PUGRE
5000	305°	125°	5000	125°
VGSI and descent angles not coincident.				
3.12° TCH 45				
3320				
5.3 NM				
5 NM				
3 NM				
1.7				
CATEGORY	A	B	C	D
LNAV MDA	3140-2	1394 (1400-2)	NA	
CIRCLING	3140-2	1393 (1400-2)	NA	

REIL Rwy 14 and 32
MIRL Rwy 14-32 0

▼

▲ NA

Use Rochester altimeter setting; when not available, procedure not authorized.

MISSED APPROACH: Climbing left turn to 4000 direct GEE VOR/DME and hold.

ROCHESTER APP CON
123.7 323.3

UNICOM
122.8 (CTAF) 0

FAF to MAP 5 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	1400-1 615 (700-1)		NA	
Min:Sec	5:00	3:20	2:30	2:00	1:40					

NE-2, 22 OCT 2009 to 19 NOV 2009

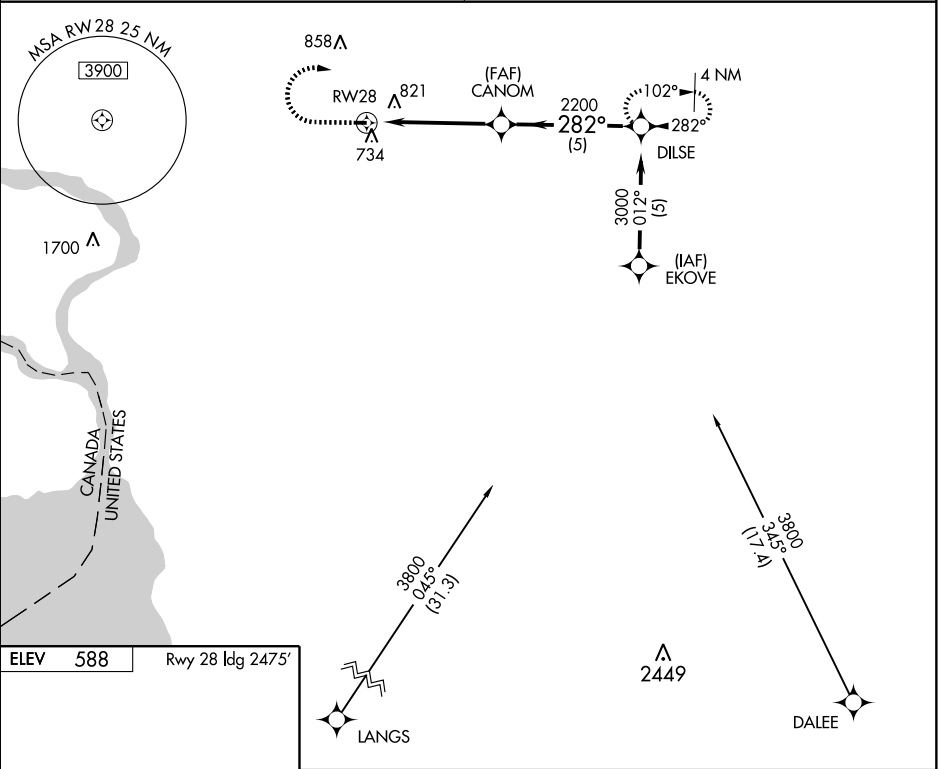
APP CRS	Rwy Idg	2475
282°	TDZE	588
	Apt Elev	588

RNAV (GPS) RWY 28

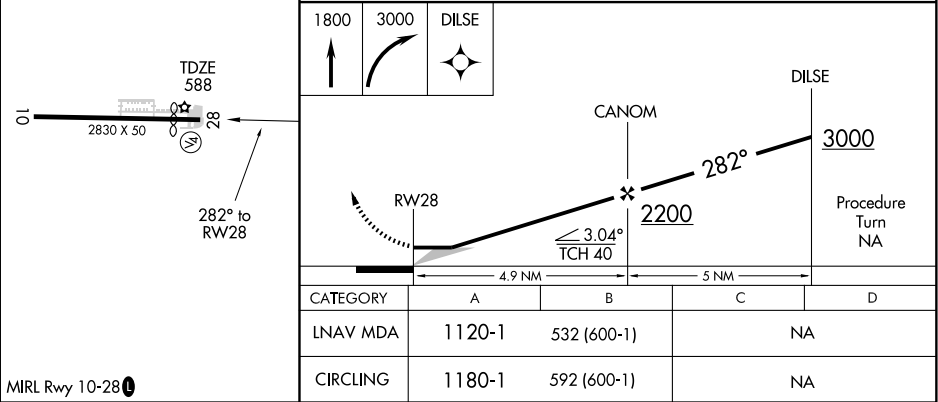
LOCKPORT / NORTH BUFFALO SUBURBAN (0G0)

<p>GPS or RNP-0.3 required. DME/DME RNP-0.3 NA Use Buffalo Niagara Intl altimeter setting. Procedure not authorized at night.</p>	<p>MISSED APPROACH: Climb to 1800, then climbing right turn to 3000 direct DILSE WP and hold.</p>
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<p>BUFFALO APP CON 126.5 317.6</p>	<p>UNICOM 123.0 (CTAF) 0</p>
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ELEV 588	Rwy 28 Idg 2475'
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▼

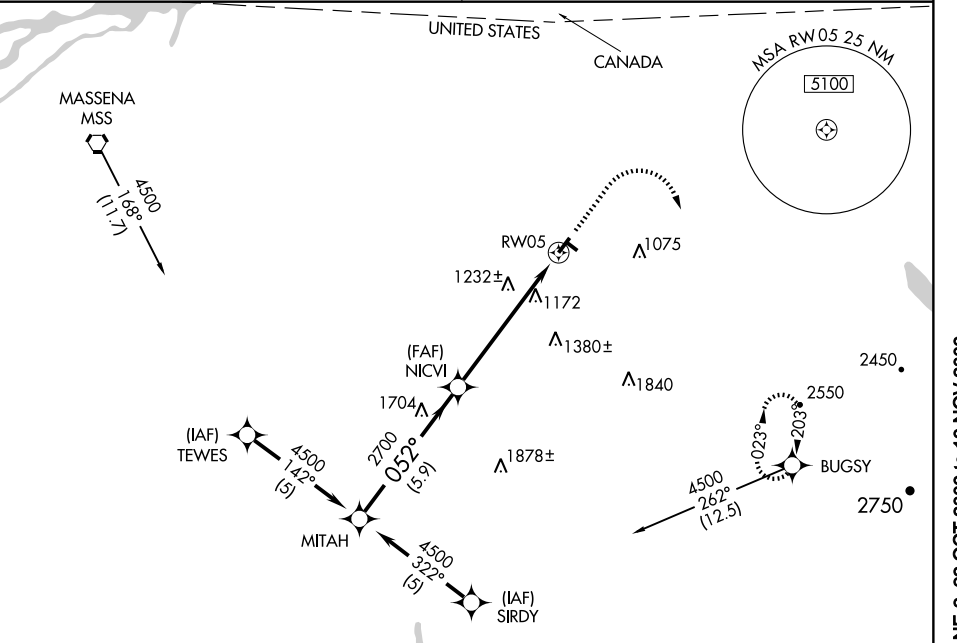
▲ NA

Use Massena Intl-Richards Field altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing right turn to 5000 direct BUGSY WP and hold.

BOSTON CENTER
135.25 377.1

UNICOM
122.8 (CTAF) 0



MITAH

4500

052°

NICVI

2700

RW05

2500

5000

BUGSY

Procedure Turn NA

5.9 NM

6 NM

CATEGORY	A	B	C	D
S-5	1680-1¼ 910 (900-1¼)		1680-2¾ 910 (900-2¾)	NA
CIRCLING	1680-1¼ 890 (900-1¼)		1680-2¾ 890 (900-2¾)	NA

ELEV 790

TDZE 770

4000 X 100

0.6% UP

0.9% UP

324.5 X 7.5

052° to RW05

NE-2, 22 OCT 2009 to 19 NOV 2009

▼

▲ NA

Use Massena Intl-Richards Field altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing left turn to 5000 direct BUGSY WP and hold.

BOSTON CENTER
135.25 377.1

UNICOM
122.8 (CTAF) 0

The main enroute chart displays the flight path for GPS RWY 23. Key features include:

- Geography:** A dashed line separates Canada (top) from the United States (bottom).
- Navigation Aids:** (IAF) FAWNS, (FAF) RAAFN, (IAF) SKEDE, LAIVS, and BUGSY are marked with star symbols.
- Altitudes:** Various altitudes are indicated along the path, including 3000, 268, 1800, 232, 322, 3000, 4100, 2550, 203, 1023, 1704, 1878, 1172, 1380, 1075, 1840, 2450, 2368, 2750, 2910, 3830, 4095, and 1232.
- Distance:** A circular MSA (Minimum Safe Altitude) for RWY 23 is shown with a radius of 25 NM and a minimum altitude of 5100.
- Obstacles:** Several obstacles are marked with dots and their altitudes.

The inset chart provides a detailed view of the final approach segment for RWY 23. It shows the transition from the enroute path to the runway, with altitudes of 232, 1800, and 3000. The chart also indicates the distance from the runway to the final approach fix (FAF) and the distance from the runway to the minimum safe altitude (MSA).

	2500	5000	BUGSY	
	↑	↩	✴	
			RAAFN	LAIVS
			1800	3000
			3.2 NM	5 NM
				Procedure Turn NA
CATEGORY	A	B	C	D
S-23	1280-1	511 (500-1)	1280-1½ 511 (500-1½)	NA
CIRCLING	1500-1 710 (800-1)	1520-1 730 (800-1)	1520-2 730 (800-2)	NA

REIL Rwy 5 and 23
MIRL Rwy 5-23 and 14-32 0

NE-2, 22 OCT 2009 to 19 NOV 2009

VORTAC MSS <u>114.1</u> Chan 88	APP CRS 116°	Rwy Idg TDZE Apt Elev	N/A N/A 790
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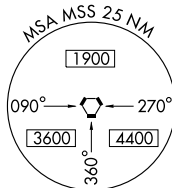
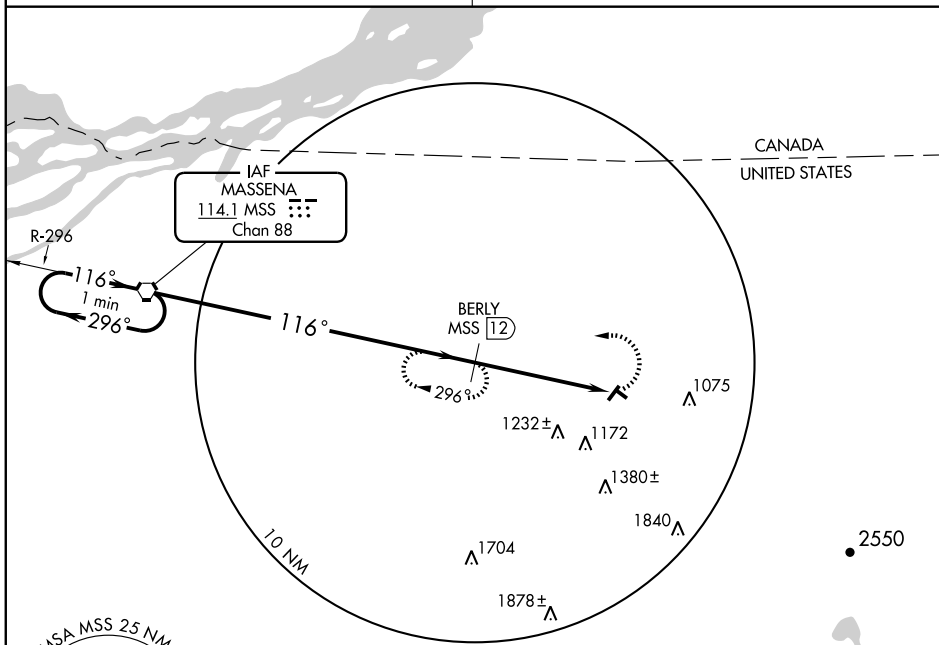
VOR/DME-A
MALONE-DUFORT (MAL)

 NA Use Massena Intl-Richards Field altimeter setting.

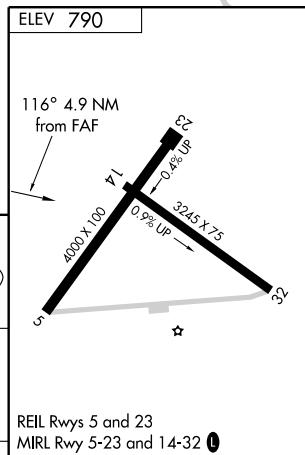
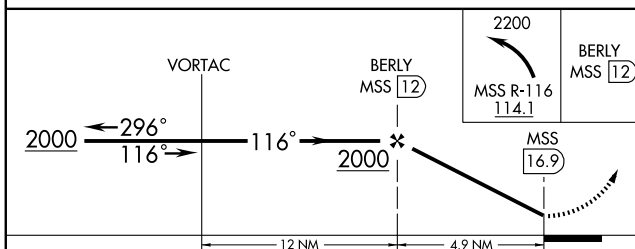
MISSED APPROACH: Climbing left turn to 2200 via MSS VORTAC R-116 to BERLY/12 DME and hold.

BOSTON CENTER
135.25 377.1

UNICOM
122.8 (CTAF) **L**



NoPT for arrival on MSS VORTAC airway radials 255 clockwise 314.



CATEGORY	A	B	C	D						
CIRCLING	1580-1 790 (800-1)	1580-1¼ 790 (800-1¼)	1580-2¼ 790 (800-2¼)	NA	Knots	60	90	120	150	180
					Min:Sec					

ILS or LOC RWY 5

MASSENA INTL-RICHARDS FIELD (MSS)

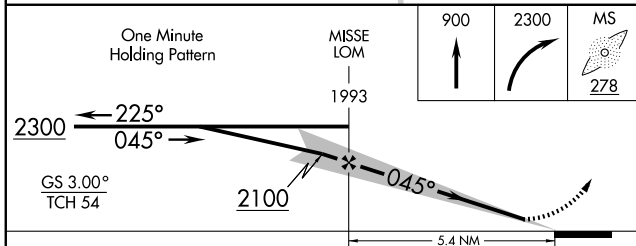
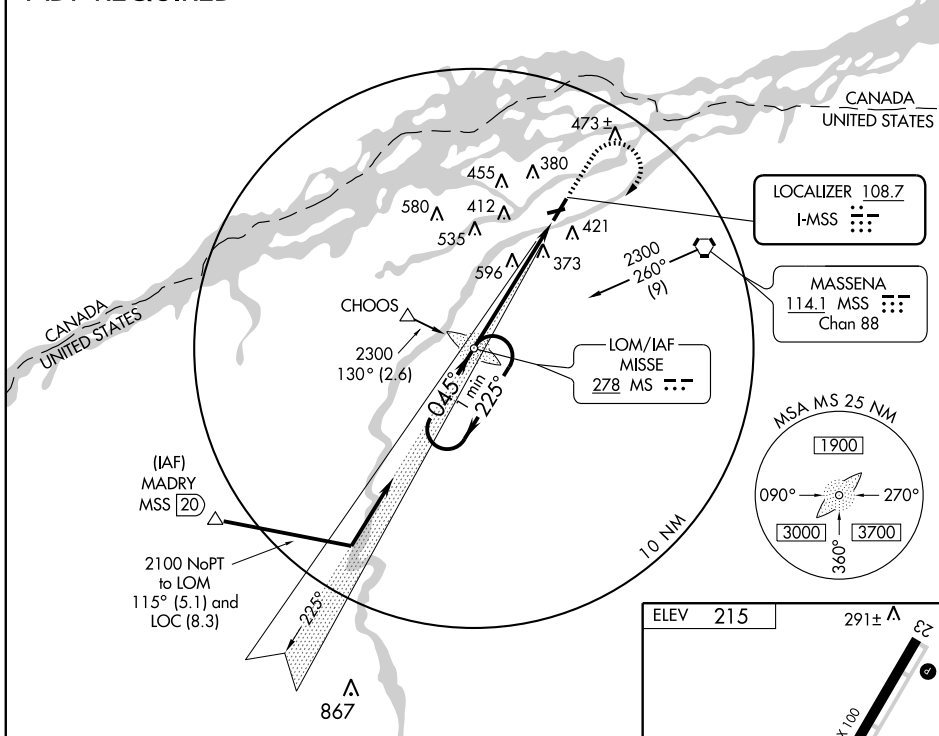
LOC I-MSS 108.7	APP CRS 045°	Rwy Idg TDZE Apt Elev 5600 205 215
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NA Circling to Rwy 9-27 NA at night. Visibility reduction by helicopters NA. If local altimeter setting not received, use Ogdensburg altimeter setting: Increase DA to 332; increase all MDAS 100 feet.

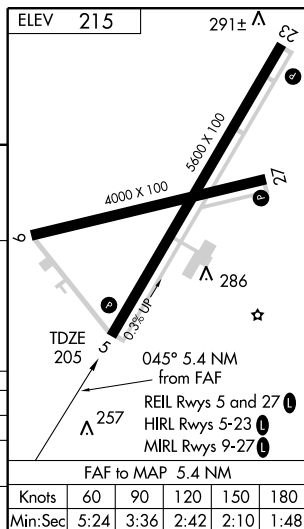
MISSED APPROACH: Climb to 900 then climbing right turn to 2300 direct MISSE LOM and hold, continue climb-in-hold to 2300.

ASOS 128.075	BOSTON CENTER 135.25 377.1	UNICOM 123.0 (CTAF)
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ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 5	455-1 250 (300-1)			
S-LOC 5	860-1	655 (700-1)	860-1 3/4 655 (700-1 3/4)	860-2 655 (700-2)
CIRCLING	860-1	645 (700-1)	860-1 3/4 645 (700-1 3/4)	900-2 1/4 685 (700-2 1/4)



APP CRS	Rwy Idg	4000
075°	TDZE	205
	Apt Elev	215

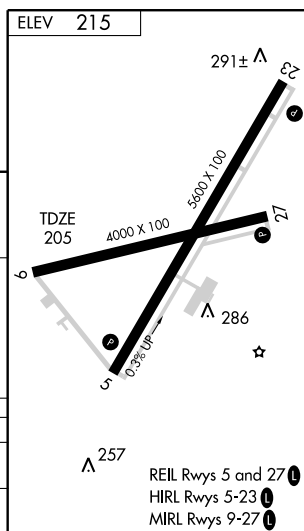
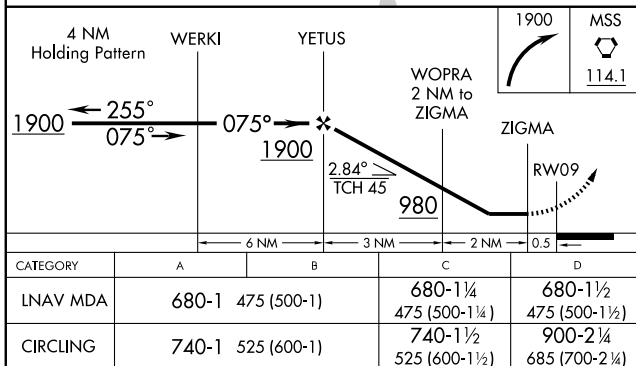
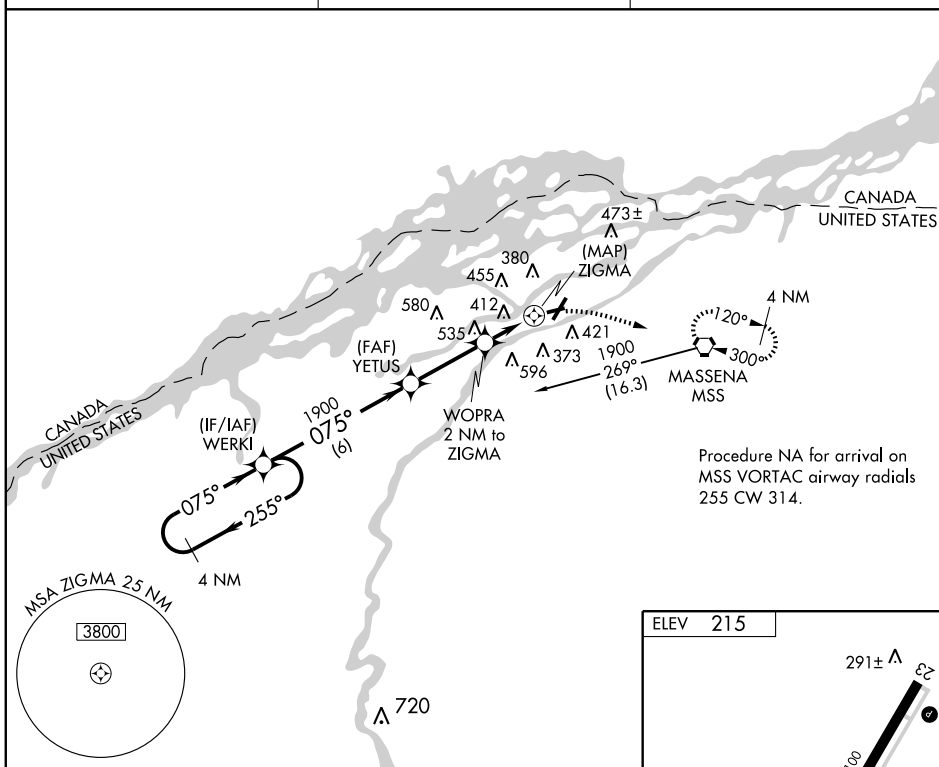
RNAV (GPS) RWY 9
MASSENA INTL-RICHARDS FIELD (MSS)

T GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Ogdensburg
altimeter setting and increase all MDAs 100 feet.
A Circling NA at night to Rwy 9-27.
Straight-in minimums NA at night.

MISSED APPROACH: Climbing right turn to 1900
direct MSS VORTAC and hold.

ASOS
128.075

BOSTON CENTER
135.25 377.1

UNICOM
123.0 (CTAF) **L**

APP CRS	Rwy Idg	5600
225°	TDZE	215
	Apt Elev	215

RNAV (GPS) RWY 23

MASSENA INTL-RICHARDS FIELD (MSS)

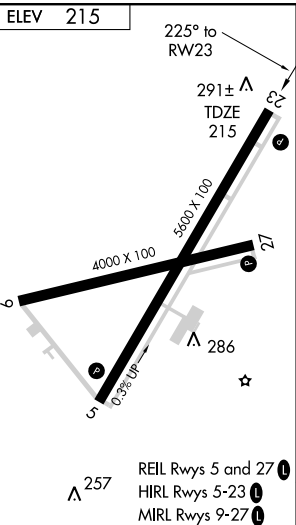
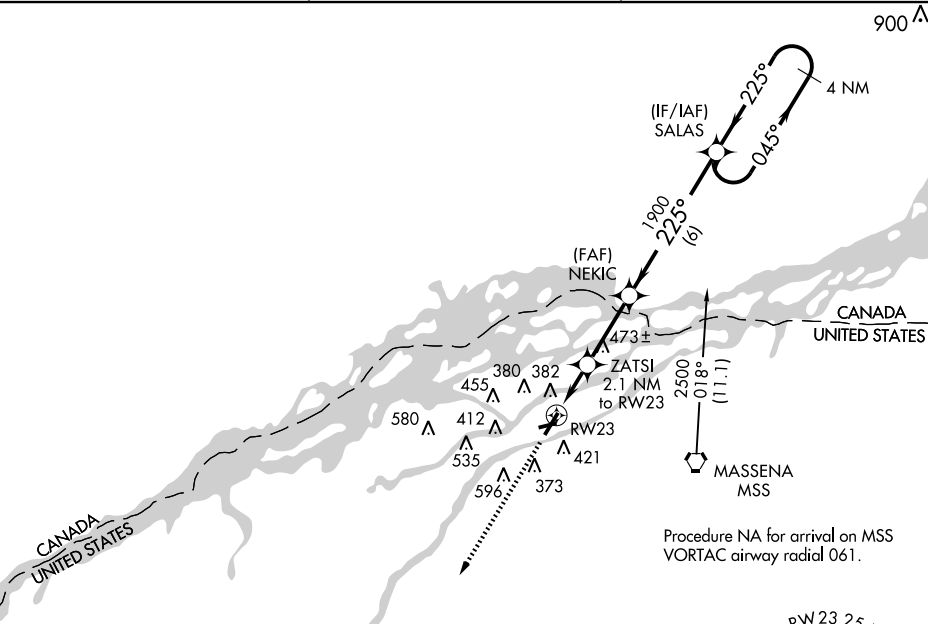
▼ DME/DME RNP-0.3 NA.
▲ If local altimeter setting not received, use Ogdensburg altimeter setting and increase all MDAs 100 feet.
Circling NA at night to Rwy 9-27.

MISSED APPROACH: Climb to 2300 direct DORIE and hold.

ASOS
128.075

BOSTON CENTER
135.25 377.1

UNICOM
123.0 (CTAF) **0**



2300 ↑ DORIE ✦					
RW23		ZATSI 2.1 NM to RW23	NEKIC	SALAS	4 NM Holding Pattern
3.15° TCH 36		2.1	2.9 NM	6 NM	2500
*1060 when using Ogdensburg altimeter setting.					
CATEGORY	A	B		C	D
LNAV MDA	640-1	425 (500-1)		640-1½	425 (500-1½)
CIRCLING	740-1	525 (600-1)		740-1½ 525 (600-1½)	900-2½ 685 (700-2½)

* 1060 when using Ogdensburg altimeter setting.

APP CRS	Rwy Idg	4000
270°	TDZE	205
	Apt Elev	215

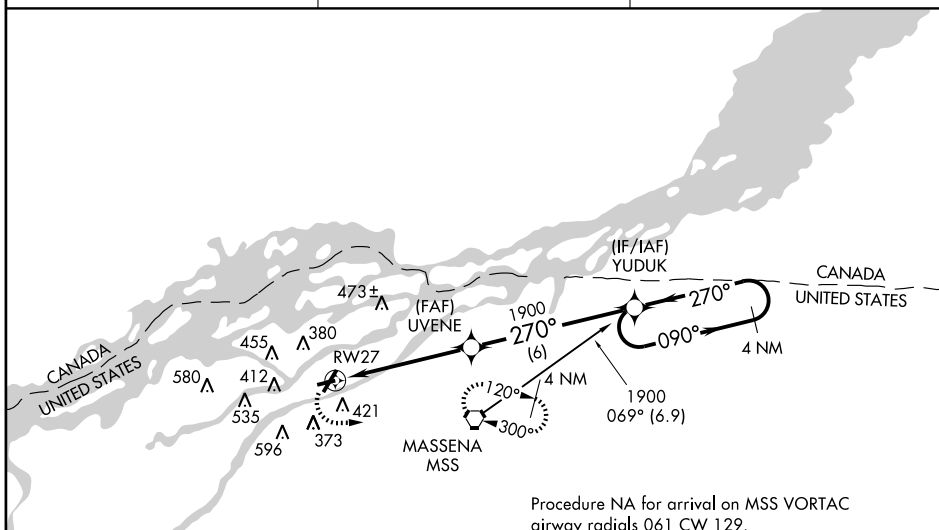
RNAV (GPS) RWY 27
MASSENA INTL-RICHARDS FIELD (MSS)

T If local altimeter setting not received, use Ogdensburg
A altimeter setting and increase all MDAs 100 feet.
Circling NA at night to Rwy 9-27.

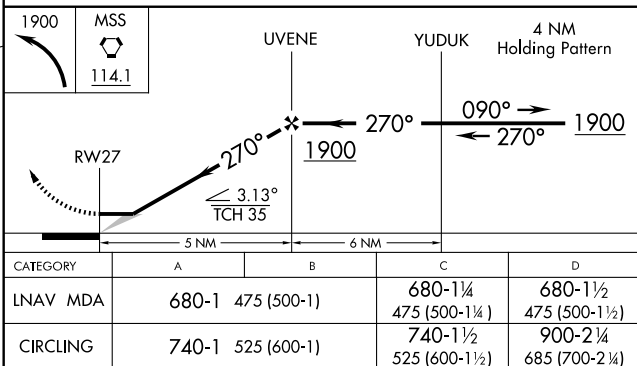
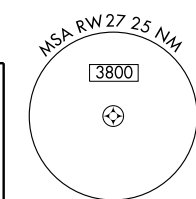
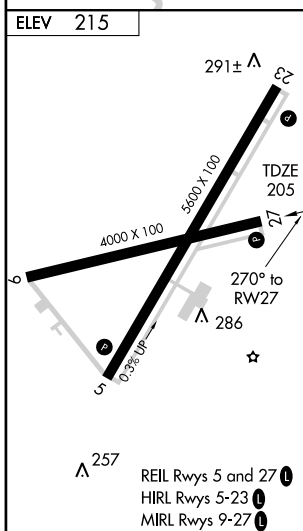
MISSED APPROACH: Climbing left turn to 1900 direct MSS VORTAC and hold.

ASOS
128.075

BOSTON CENTER
135.25 377.1

UNICOM
123.0 (CTAF) **L**

Procedure NA for arrival on MSS VORTAC
airway radials 061 CW 129.



APP CRS	Rwy Idg	5600
045°	TDZE	205
	Apt Elev	215

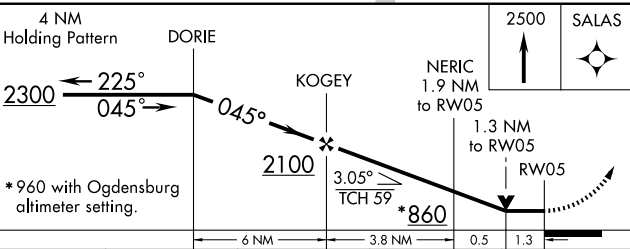
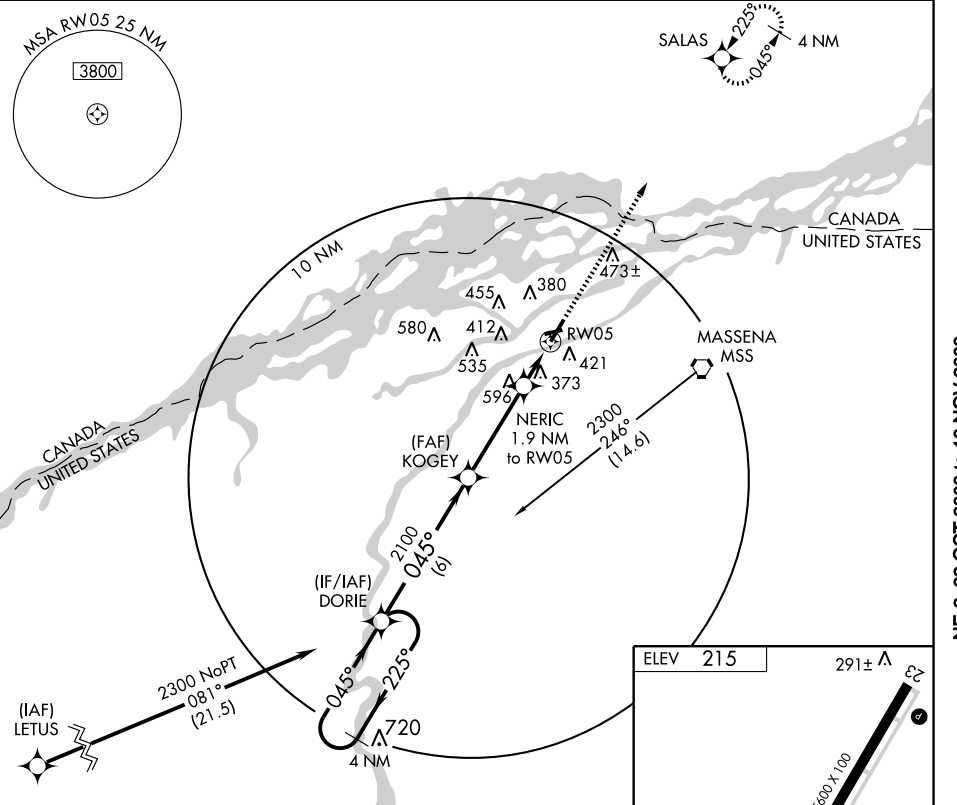
▽

▲

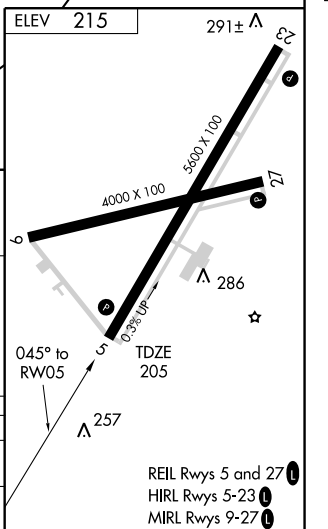
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
VDP and descent angle NA when using Ogdensburg altimeter setting.
If local altimeter setting not received, use Ogdensburg altimeter setting and increase all MDAs 100 feet. Circling NA at night to Rwy 9-27.

MISSED APPROACH: Climb to 2500 direct SALAS and hold.

ASOS	BOSTON CENTER	UNICOM
128.075	135.25 377.1	123.0 (CTAF) 0



CATEGORY	A	B	C	D
LNNAV MDA	680-1	475 (500-1)	680-1¼ 475 (500-1¼)	680-1½ 475 (500-1½)
CIRCLING	740-1	525 (600-1)	740-1½ 525 (600-1½)	900-2¼ 685 (700-2¼)



NE-2: 22 OCT 2009 to 19 NOV 2009

WAAS Chan 70303 W05A	APP CRS 045°	Rwy Idg 5600 TDZE 205 Apt Elev 215
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RNAV (GPS) Z RWY 5

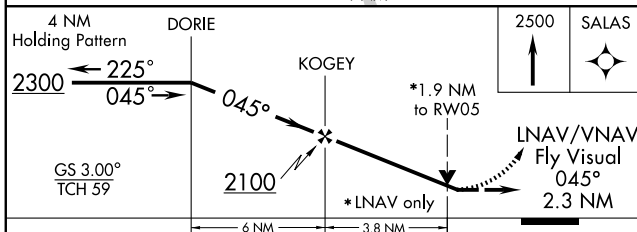
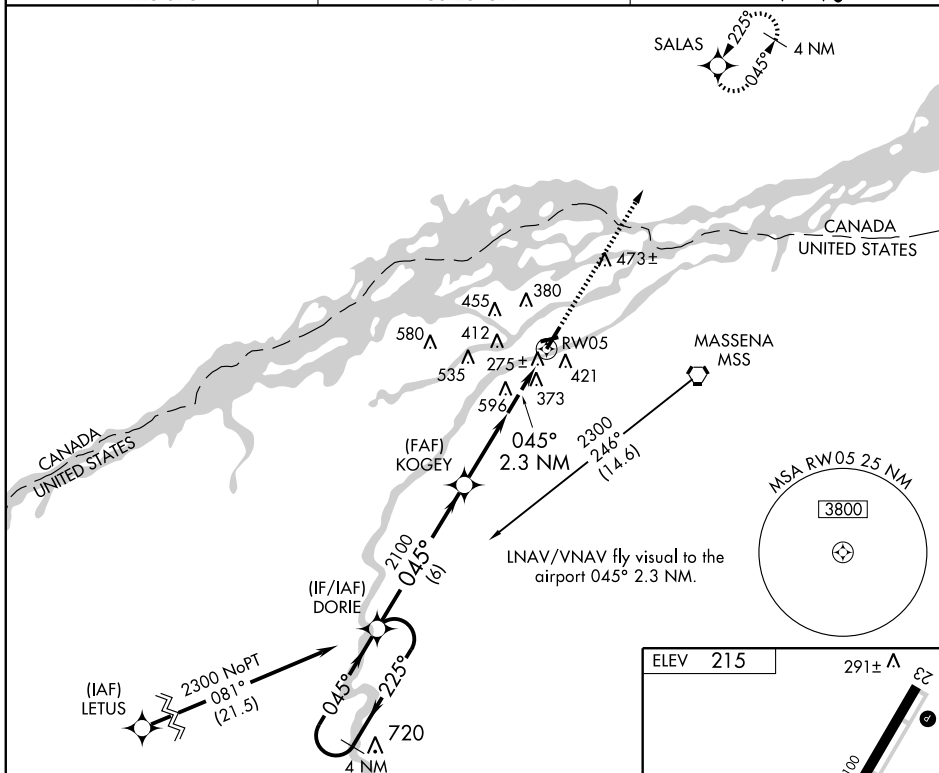
MASSENA INTL-RICHARDS FIELD (MSS)

MISSED APPROACH:
Climb to 2500 direct
SALAS and hold.

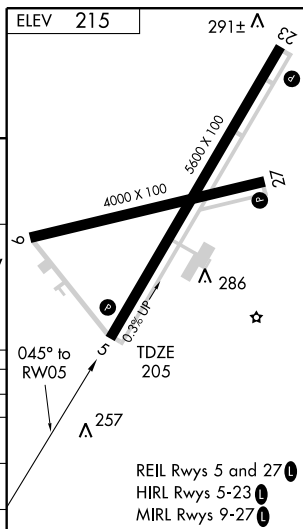
ASOS
128.075

BOSTON CENTER	
135.25	377.1

UNICOM
123.0 (CTAF) **L**



CATEGORY	A	B	C	D
LPV DA	500-1 295 (300-1)			
LNAP/ VNAV DA	980-2	775 (800-2)	980-2½ 775 (800-2½)	980-2½ 775 (800-2½)
LNAP MDA	860-1	655 (700-1)	860-1¾ 655 (700-1¾)	860-2 655 (700-2)
CIRCLING	980-2¾ 765 (800-2¾)			



VORTAC MSS 114.1 Chan 88	APP CRS 298°	Rwy Idg TDZE Apt Elev 215	N/A N/A 215
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MASSENA INTL-RICHARDS FIELD (MSS)

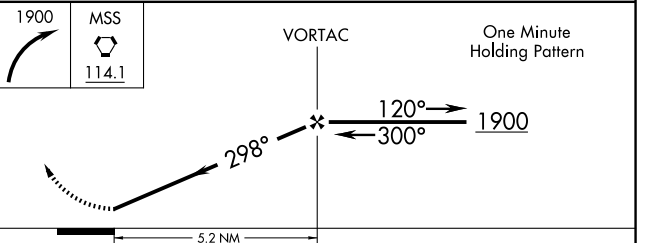
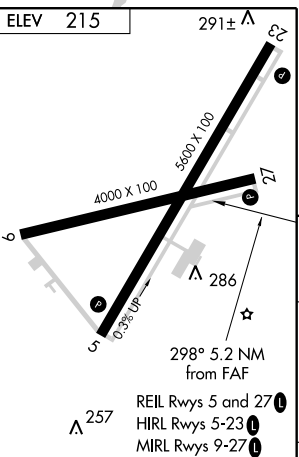
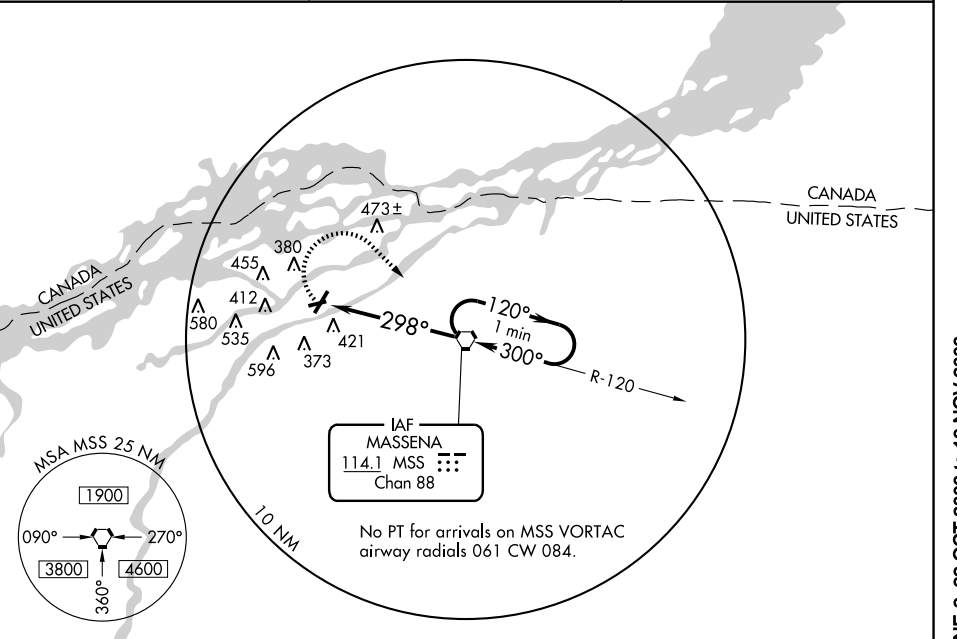
▼

▲

If local altimeter setting not received, use Ogdensburg altimeter setting and increase all MDAs 100 feet.
Circling NA at night to Rwy 9-27.

MISSED APPROACH: Climbing right turn to 1900 direct MSS VORTAC and hold.

ASOS 128.075	BOSTON CENTER 135.25 377.1	UNICOM 123.0 (CTAF)
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FAF to MAP 5.2 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	740-1	525 (600-1)	740-1½ 525 (600-1½)	900-2¼ 685 (700-2¼)
Min:Sec	5:12	3:28	2:36	2:05	1:44					

NE-2, 22 OCT 2009 to 19 NOV 2009

▼

NA

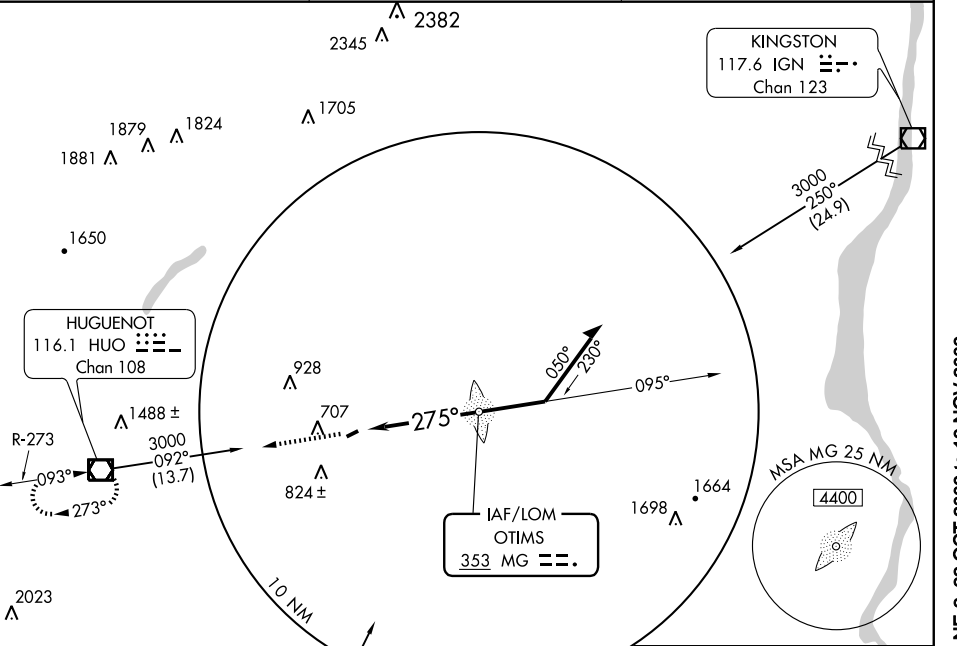
Procedure NA at night.
Use Orange County altimeter setting.


MISSED APPROACH: Climb to 3500
direct HVO VOR/DME and hold.

ORANGE COUNTY ASOS
119.275

NEW YORK APP CON
132.75 363.1

UNICOM
122.8 (CTAF)



SPARTA
115.7 SAX 
Chan 104

3400
037
(25.3)

1807

NE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	2248
075°	TDZE	523
	Apt Elev	523

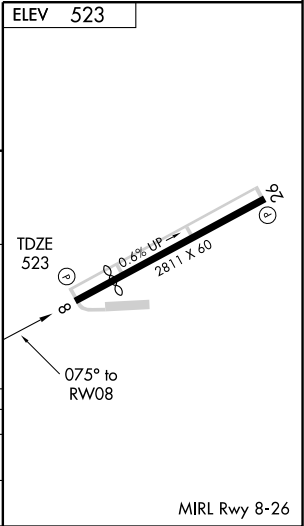
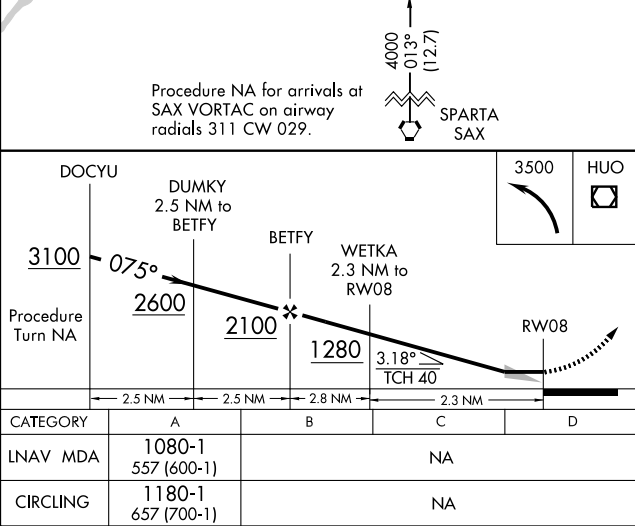
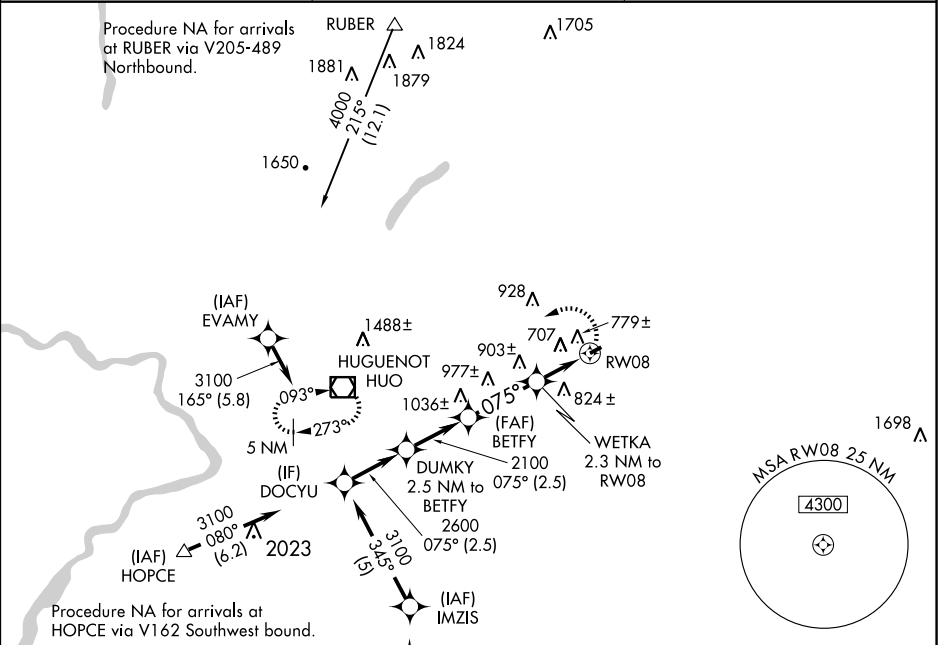
RNAV (GPS) RWY 8

MIDDLETOWN / RANDALL (Ø6N)

DME/DME RNP -0.3 NA.
Procedure NA at night.
Use Orange County altimeter setting.

MISSED APPROACH: Climbing left turn to 3500 direct HVO VOR/DME and hold.

ORANGE COUNTY ASOS 119.275	NEW YORK APP CON 132.75 363.1	UNICOM 122.8 (CTAF)
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NE-2, 22 OCT 2009 to 19 NOV 2009

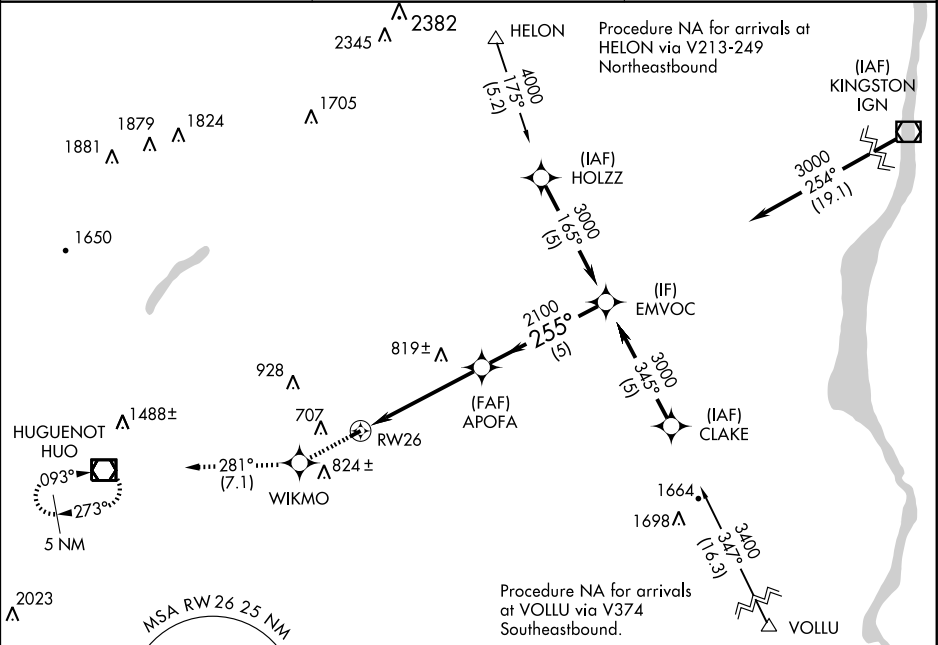
APP CRS	Rwy Idg	2811
255°	TDZE	523
	Apt Elev	523

RNAV (GPS) RWY 26

MIDDLETOWN / RANDALL (Ø6N)

<div><div>▼</div><div>NA</div></div> <div>DME/DME RNP -0.3 NA. Procedure NA at night. Use Orange County altimeter setting.</div>	MISSED APPROACH: Climb to 3500 direct WIKMO and right turn via 281° track to HUO VOR/DME and hold.
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ORANGE COUNTY ASOS 119.275	NEW YORK APP CON 132.75 363.1	UNICOM 122.8 (CTAF)
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ELEV 523

3500

WIKMO

TRK 281°

HUO

RW26

APOFA

255°

3000

2100

2.97°

TCH 40

4.9 NM

5 NM

Procedure Turn NA

CATEGORY	A	B	C	D
LNNAV MDA	1120-1 597 (600-1)	NA		
CIRCLING	1180-1 657 (700-1)	NA		

MIRL Rwy 8-26

VOR/DME HVO	APP CRS	Rwy Idg	2248
116.1	093°	TDZE	523
Chan 108		Apt Elev	523

VOR RWY 8
MIDDLETOWN/ RANDALL (Ø6N)

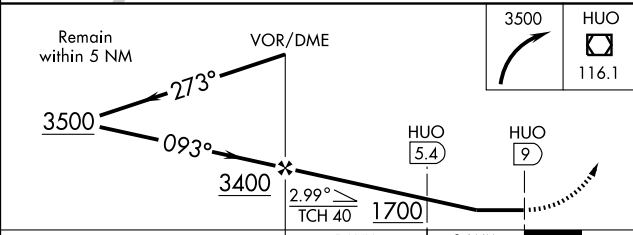
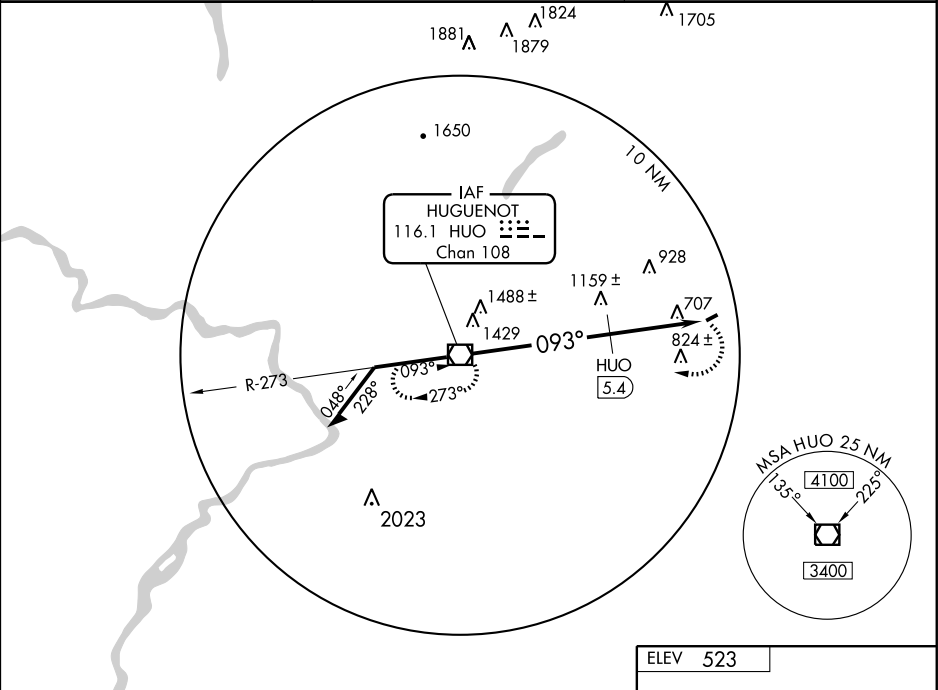
▼ Use Orange County altimeter setting.
▲ NA Procedure not authorized at night.

MISSED APPROACH: Climbing right turn to 3500 direct HVO VOR/DME and hold.

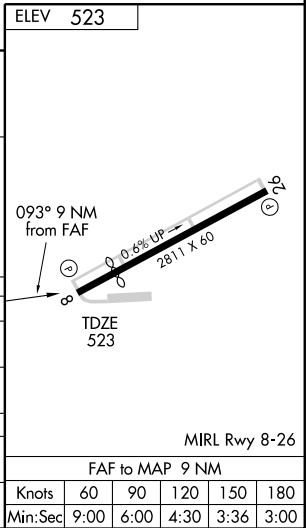
ORANGE COUNTY ASOS
119.275

NEW YORK APP CON
132.75 363.1

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
S-8	1700-1¼ 1177 (1200-1¼)		NA	
CIRCLING	1700-1¼ 1177 (1200-1¼)		NA	
DME MINIMUMS				
S-8	1460-1¼ 937 (1000-1¼)		NA	
CIRCLING	1460-1¼ 937 (1000-1¼)		NA	



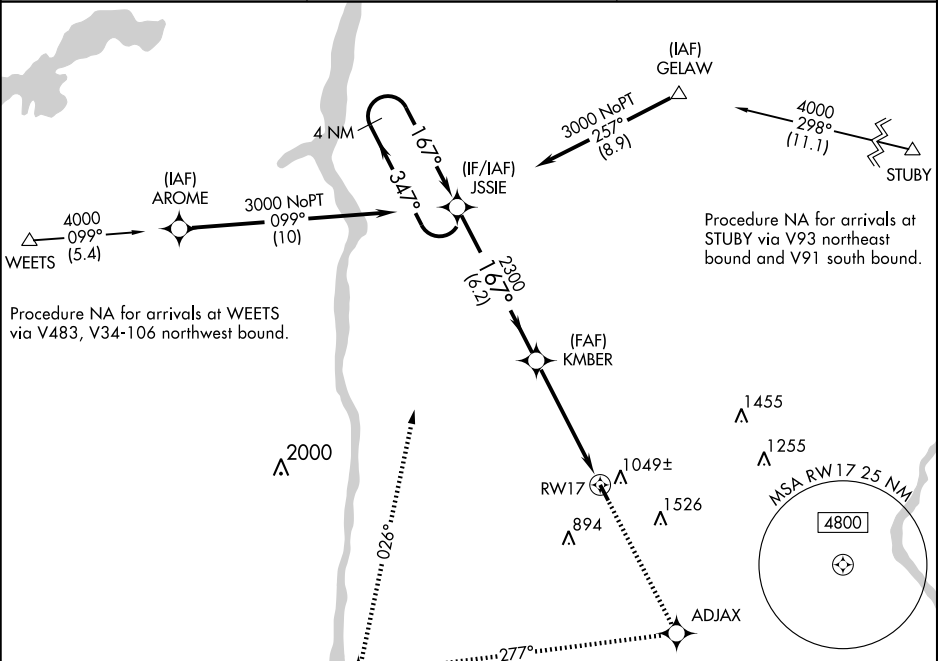
WAAS CH 78008 W17A	APP CRS 167°	Rwy Idg TDZE Apt Elev	3830 694 698
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RNAV (GPS) RWY 17

MILLBROOK/ SKY ACRES (44N)

▼ DME/DME RNP-0.3 NA. Use Newburgh altimeter setting; when not received use Poughkeepsie altimeter setting and increase LPV DA to 1038, all MDA 20 feet, and LPV all Cats visibility ¼ mile.	MISSED APPROACH: Climb to 3000 direct ADJAX and right turn via 277° track to CIBID and right turn via 026° track to JSSIE and hold.
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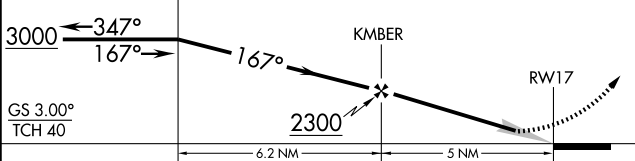
POUGHKEEPSIE ASOS 126.75	NEW YORK APP CON 132.75 363.1	UNICOM 122.8 (CTAF) 0
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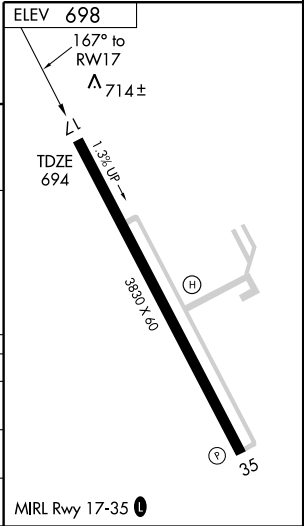
Procedure NA for arrivals at WEETS via V483, V34-106 northwest bound.

Procedure NA for arrivals at STUBY via V93 northeast bound and V91 south bound.

4 NM Holding Pattern	JSSIE	3000	ADJAX	CIBID	JSSIE
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CATEGORY	A	B	C	D
LPV DA	1021-1¼	327 (400-1¼)	NA	
RNAV MDA	1620-1¼	926 (1000-1¼)	NA	
CIRCLING	1620-1¼	922 (1000-1¼)	NA	



▼

DME/DME RNP-0.3 NA.

▲NA

Use Newburgh altimeter setting; when not received use Poughkeepsie altimeter setting and increase LPV DA to 1063, and all MDA 20 feet.

MISSED APPROACH: Climb to 3000 direct COVDA and via 347° track to JSSIE and hold.

POUGHKEEPSIE ASOS

126.75

NEW YORK APP CON

132.75 363.1

UNICOM

122.8 (CTAF) 0

MISSED APCH FIX

4 NM

67°

347°

JSSIE

2000

Procedure NA for arrivals at NOBBI via V123-405-483 S Bnd.

ELEV 698

1.3% UP

3800 X 60

347° to RW35

TDZE 698

35

MIRL Rwy 17-35


3000	COVDA	↑	JSSIE	VGSI and RNAV glidepath not coincident.
347° TRK				
HAGWE				
RW35				
3000				
2400				
5.2 NM				
6.1 NM				
REDME				
Procedure Turn NA				
GS 3.00°				
TCH 40				
CATEGORY	A	B	C	D
LPV DA	1046-1¼	348 (400-1¼)		NA
LNAV MDA	1700-1¼ 1002 (1100-1¼)	1700-1½ 1002 (1100-1½)		NA
CIRCLING	1700-1¼ 1002 (1100-1¼)	1700-1½ 1002 (1100-1½)		NA

NE-2, 22 OCT 2009 to 19 NOV 2009

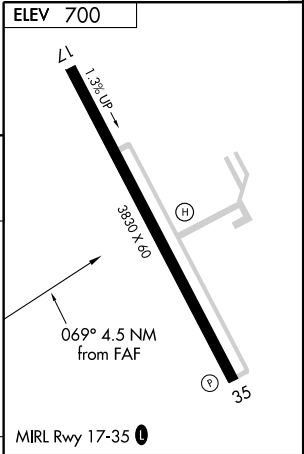
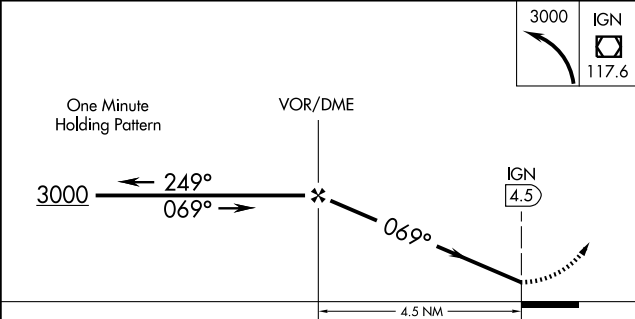
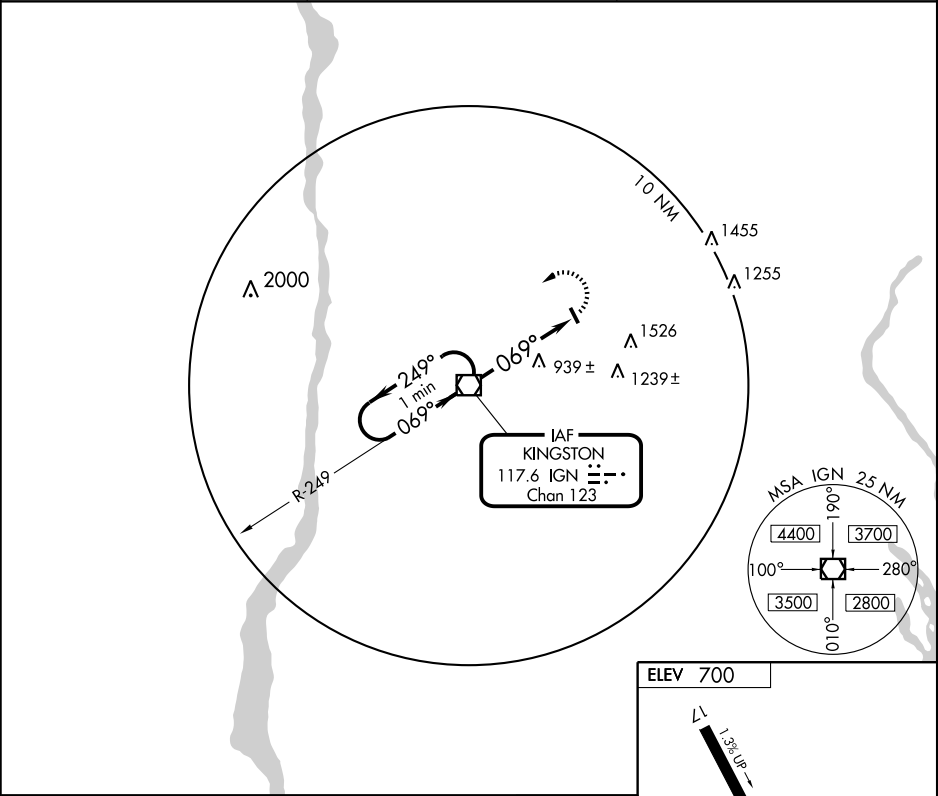
APP CRS	Rwy Idg	N/A
069°	TDZE	N/A
	Apt Elev	700

VOR-A

MILLBROOK/ SKY ACRES (44N)

 Use Poughkeepsie altimeter setting. NoPT for arrival on IGN VOR/DME airway radials 203 CW 316.	MISSED APPROACH: Climbing left turn to 3000 direct IGN VOR/DME and hold.
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POUGHKEEPSIE ASOS 126.75	NEW YORK APP CON 132.75 363.1	UNICOM 122.8 (CTAF) 0
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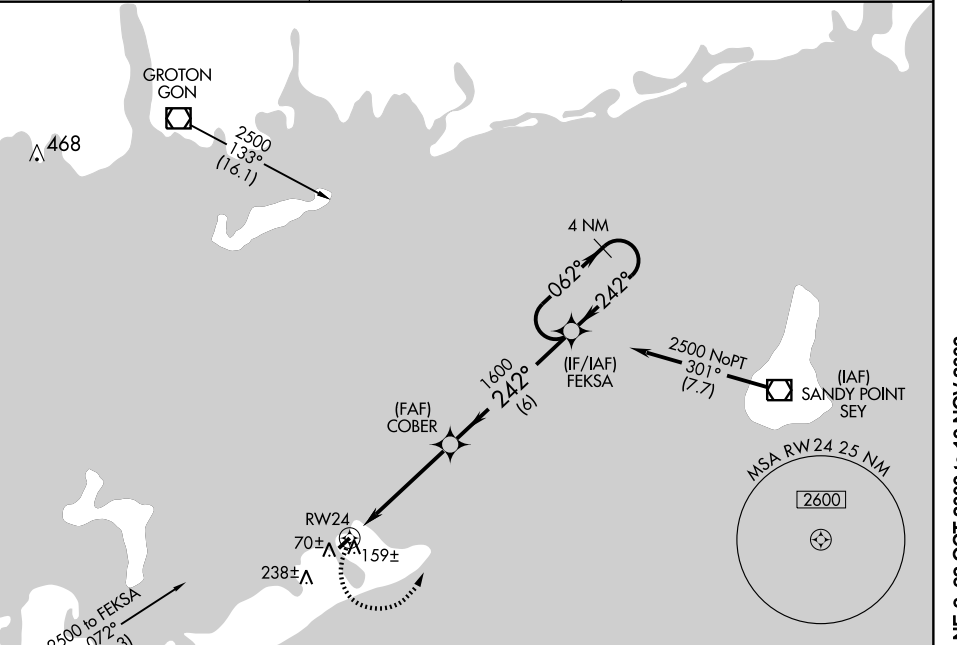


CATEGORY	A	B	C	D	FAF to MAP 4.5 NM					
CIRCLING	1580 - 1 880 (900-1)	1580 - 1¼ 880 (900-1¼)	NA		Knots	60	90	120	150	180
					Min:Sec	4:30	3:00	2:15	1:48	1:30

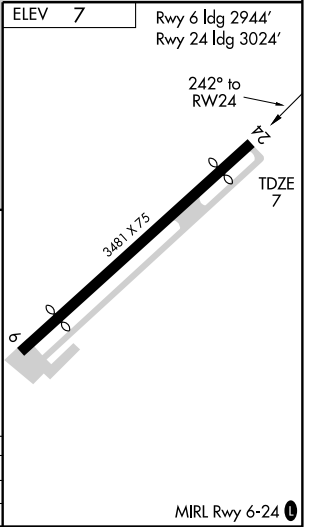
APP CRS	Rwy Idg	3024
242°	TDZE	7
	Apt Elev	7

<div><div>▼</div><div>NA</div></div>	Use Block Island State altimeter setting. DME/DME RNP-0.3 NA	MISSED APPROACH: Climbing left turn to 2500 direct FEKSA WP and hold.
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NEW YORK APP CON ★ 125.97 343.65	UNICOM 122.7 (CTAF)	121.7 0
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2500	FEKSA				
CATEGORY	A	B	C	D	
LNNAV MDA		480-1	473 (500-1)		
CIRCLING		580-1	573 (600-1)		



NE-2, 22 OCT 2009 to 19 NOV 2009

NA

Use Block Island State altimeter setting.
Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct SEY VOR/DME and hold.

NEW YORK APP CON ★ 125.975 343.65	UNICOM 122.7 (CTAF)	121.7 0
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ELEV 7

Rwy 6 ldg 2944'
Rwy 24 ldg 3024'

MIRL Rwy 6-24 0

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-2, 22 OCT 2009 to 19 NOV 2009

LOC I-MGJ
111.7

APP CRS
029°

Rwy Idg
TDZE
Apt Elev
4714
354
365

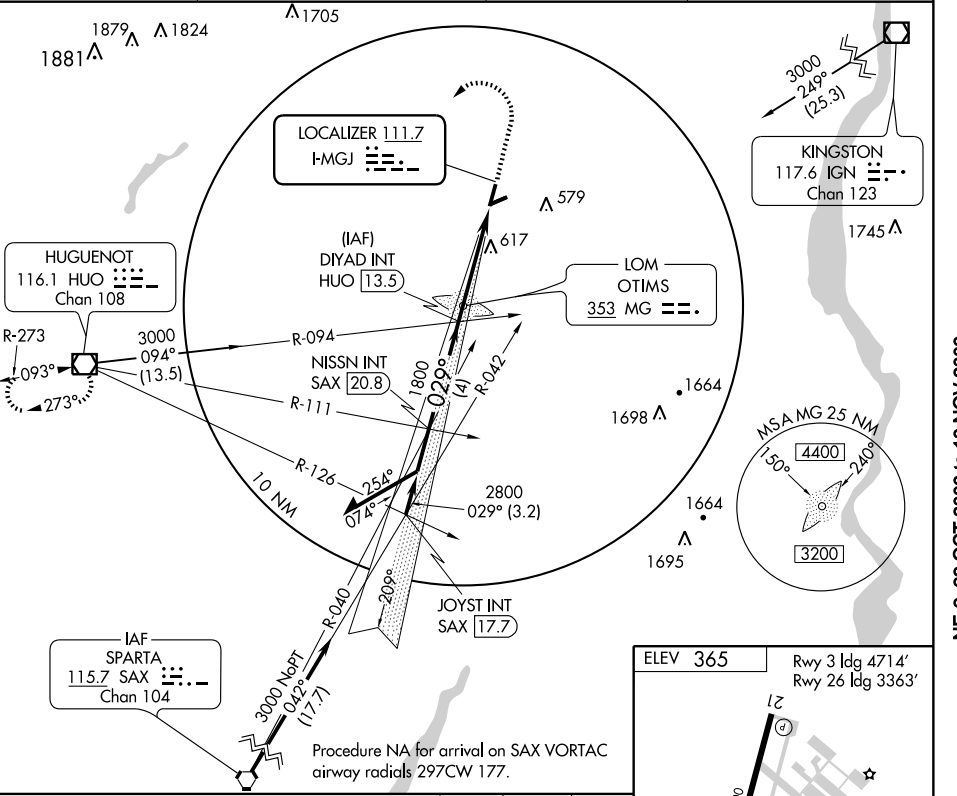
MONTGOMERY/ORANGE COUNTY (MGJ)

T

A NA

MISSED APPROACH: Climb to 1200, then climbing left turn to 4000 direct HVO VOR/DME and hold.

ASOS 119.275	NEW YORK APP CON 132.75 363.1	CLNC DEL 123.85	UNICOM 122.725 (CTAF) 0
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Remain within 10 NM

3000 029°

NISSN INT SAX 20.8

1800

2800

GS 3.00° TCH 52

4 NM

4.3 NM

1200

4000

HVO 116.1

CATEGORY	A	B	C	D
S-ILS 3	618-1 264 (300-1)			
S-LOC 3	880-1 526 (600-1)		880-1½ 526 (600-1½)	880-1¾ 526 (600-1¾)
CIRCLING	1200-1 835 (900-1)	1200-1¼ 835 (900-1¼)	1200-2½ 835 (900-2½)	1200-3¼ 835 (900-2¾)

ELEV 365

Rwy 3 Idg 4714'

Rwy 26 Idg 3363'

500' x 100'

366' x 99'

0.4% UP

029° 4.3 NM from FAF

TDZE 354

MIRL Rwy 8-26

HIRL Rwy 3-21

REIL Rwy 3 and 21

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

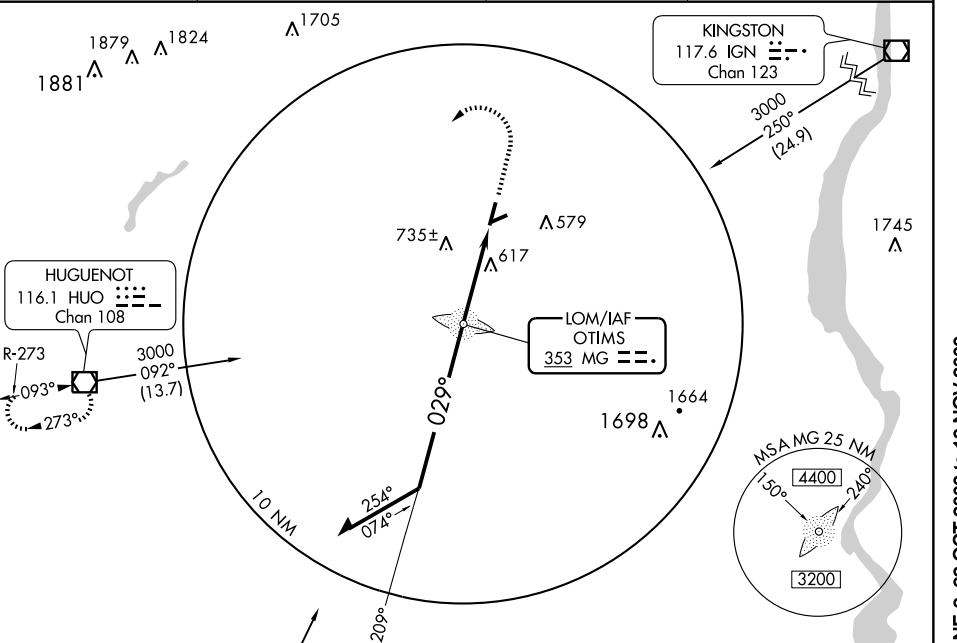
NE-2: 22 OCT 2009 to 19 NOV 2009

▼

▲ NA

MISSED APPROACH: Climb to 1200, then climbing left turn to 4000 direct HVO VOR/DME and hold.

ASOS119.275	NEW YORK APP CON132.75 363.1	CLNC DEL123.85	UNICOM122.725 (CTAF) 0
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Remain within 10 NM

LOM

3000

209°

029°

1700

3.29°

TCH 40

3.8 NM

1200

4000

HVO 116.1

ELEV 365

Rwy 3 Idg 4714'

Rwy 26 Idg 3363'

3007 X 100

3664 X 99

0.4% UP

029° 3.8 NM from FAF

TDZE 354

MIRL Rwy 8-26 0

HIRL Rwy 3-21 0

REIL Rwy 3 and 21 0

FAF to MAP 3.8 NM

CATEGORY	A	B	C	D
S-3	1040-1 686 (700-1)	1040-2 686 (700-2)	1040-2½ 686 (700-2½)	1040-2¾ 686 (700-2¾)
CIRCLING	1200-1 835 (900-1)	1200-1¼ 835 (900-1¼)	1200-2½ 835 (900-2½)	1200-2¾ 835 (900-2¾)

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

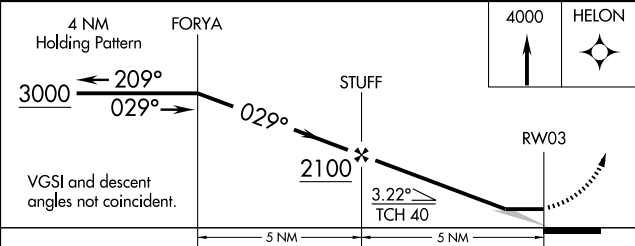
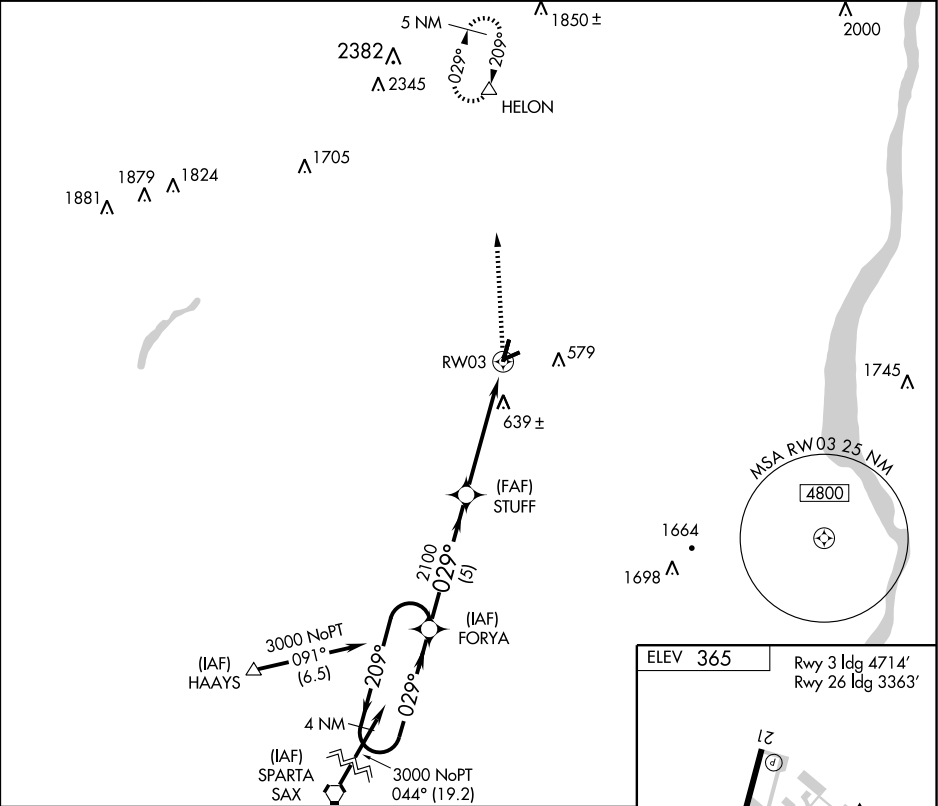
NE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS 029°	Rwy Idg TDZE Apt Elev	4714 354 365
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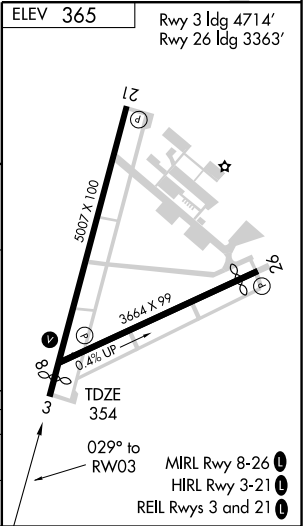
RNAV (GPS) RWY 3
MONTGOMERY / ORANGE COUNTY (MGJ)

GPS or RNP-0.3 required. NA DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 4000 direct HELON WP and hold.
--	---

ASOS 119.275	NEW YORK APP CON 132.75 363.1	CLNC DEL 123.85	UNICOM 122.725 (CTAF)
-----------------	----------------------------------	--------------------	--------------------------



CATEGORY	A	B	C	D
LNAV MDA	920-1 566 (600-1)	920-1½ 566 (600-1½)	920-1¾ 566 (600-1¾)	920-2 566 (600-2)
CIRCLING	1200-1 835 (900-1)	1200-1¼ 835 (900-1¼)	1200-1½ 835 (900-1½)	1200-1¾ 835 (900-1¾)



APP CRS 080°	Rwy ldg TDZE Apt Elev 3664 360 365
------------------------	--

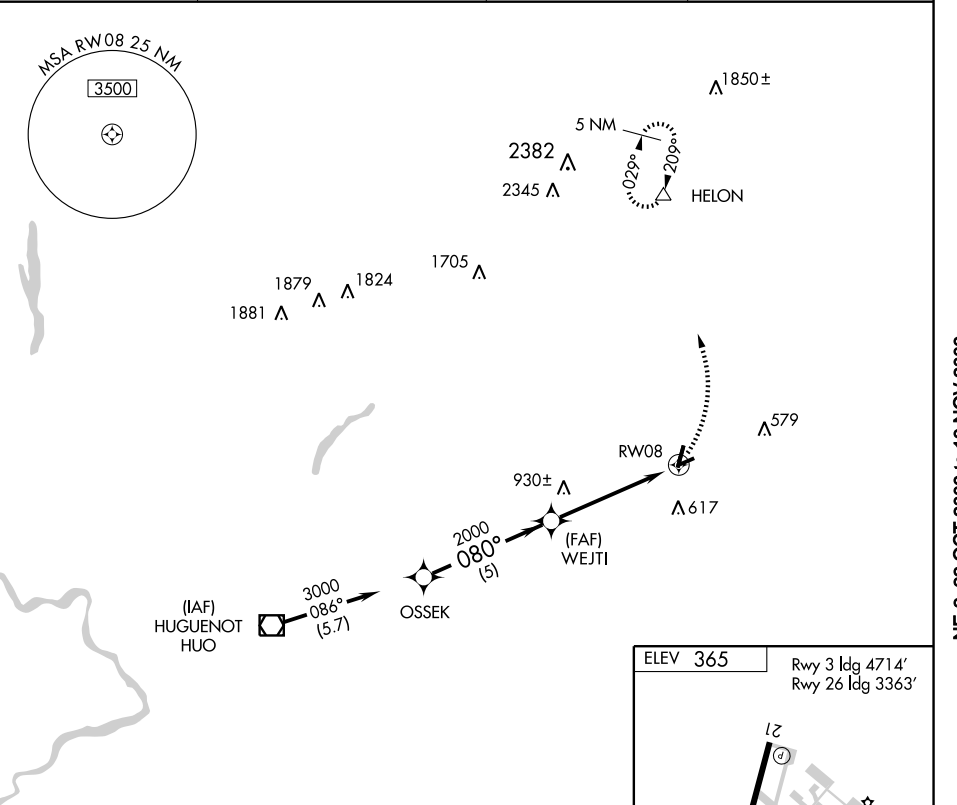
▼

▲ NA

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn
to 4000 direct HELON WP and hold.

ASOS 119.275	NEW YORK APP CON 132.75 363.1	CLNC DEL 123.85	UNICOM 122.725 (CTAF) 0
------------------------	---	---------------------------	--



OSSEK

WEJTI

2000

3000

080°

3.03°

TCH 40

2.5 NM to RWY08

4000

HELON

Procedure Turn NA

CATEGORY	A	B	C	D
RNAV MDA	1180-1 820 (900-1)	1180-1¼ 820 (900-1¼)	1180-2½ 820 (900-2½)	1180-2¾ 820 (900-2¾)
CIRCLING	1200-1 835 (900-1)	1200-1¼ 835 (900-1¼)	1200-2½ 835 (900-2½)	1200-2¾ 835 (900-2¾)

ELEV 365

Rwy 3 ldg 4714'
Rwy 26 ldg 3363'

TDZE 360

0.4% UP

080° to RWY08

500' x 100'

3664 x 99'

MIRL Rwy 8-26

HIRL Rwy 3-21

REIL Rwy 3 and 21

NE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS
210°

Rwy Idg	5007
TDZE	353
Apt Elev	365

RNAV (GPS) RWY 21

MONTGOMERY / ORANGE COUNTY (MGJ)



GPS or RNP-0.3 required.



DME/DME RNP-0.3 NA.

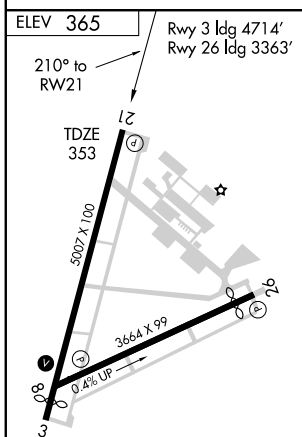
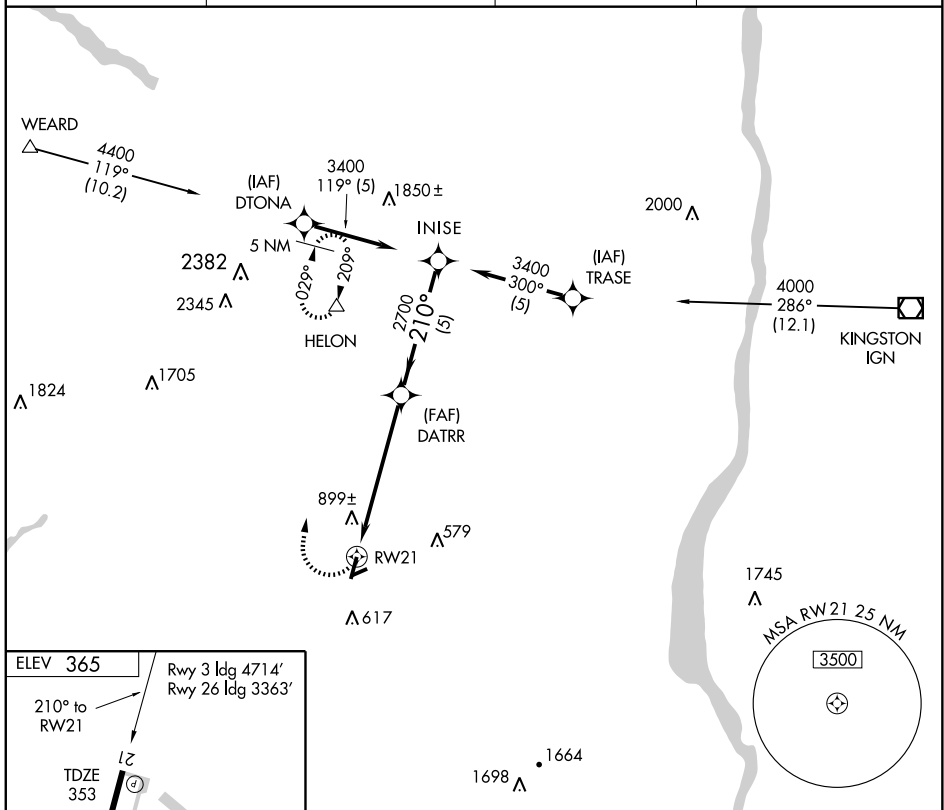
MISSED APPROACH: Climbing right turn to 4000 direct HELON WP and hold.



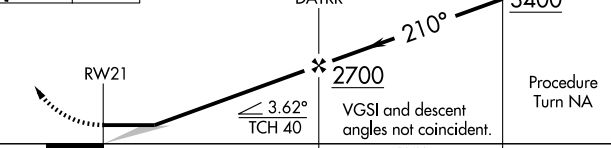
ASOS
119.275

NEW YORK APP CON
132.75 363.1

CLNC DEL
123.85

UNICOM
122.725 (CTAF) **L**



<div>4000</div> <div></div>		<div>HELON</div> <div></div>		<div></div>					
CATEGORY		A		B		C		D	
LNAV MDA		1160-1 807 (800-1)		1160-1¼ 807 (800-1¼)		1160-2¼ 807 (800-2¼)		1160-2½ 807 (800-2½)	
CIRCLING		1200-1 835 (900-1)		1200-1¼ 835 (900-1¼)		1200-2½ 835 (900-2½)		1200-2¾ 835 (900-2¾)	

MIRL Rwy 8-26 **L**HIRL Rwy 3-21 **L**

REIL Rwys 3 and 21 L

APP CRS
260°Rwy ldg **3363**
TDZE **365**
Apt Elev **365**

RNAV (GPS) RWY 26

MONTGOMERY / ORANGE COUNTY (MGJ)

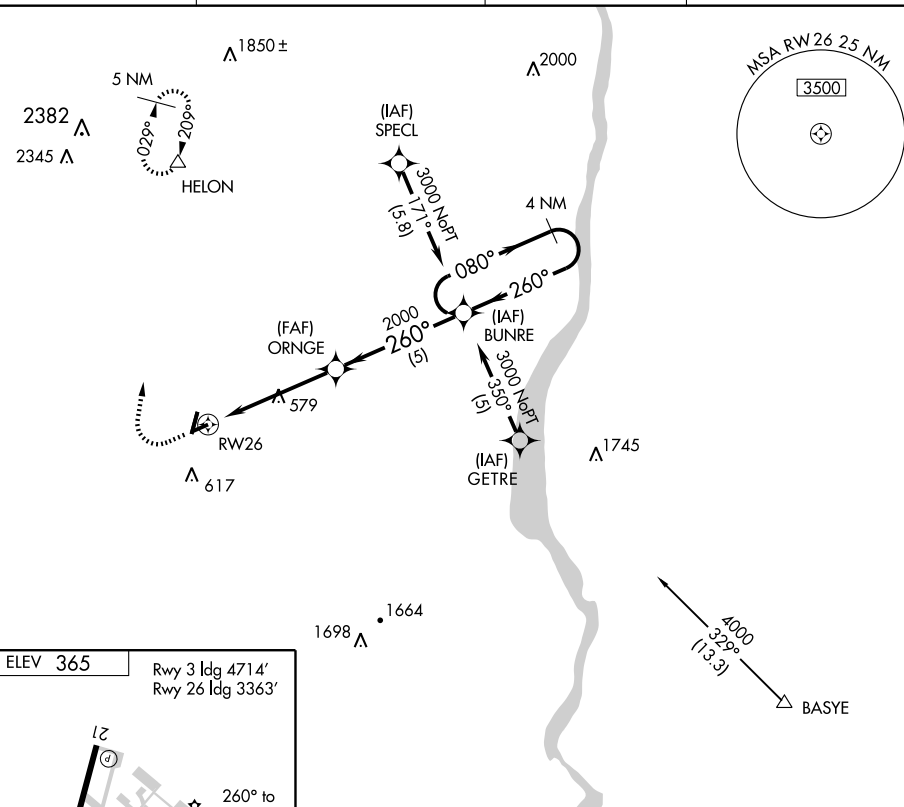


GPS or RNP-0.3 required.



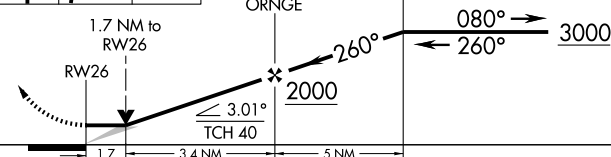
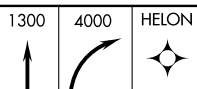
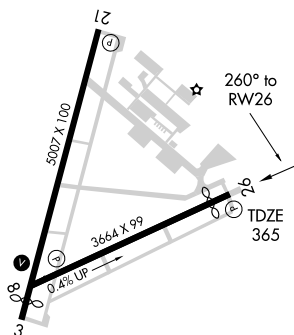
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1300, then climbing right turn to 4000 direct HELON WP and hold.

ASOS
119.275NEW YORK APP CON
132.75 363.1CLNC DEL
123.85UNICOM
122.725 (CTAF) 0

NE-2, 22 OCT 2009 to 19 NOV 2009

ELEV 365

Rwy 3 ldg 4714'
Rwy 26 ldg 3363'

MIRL Rwy 8-26 0

HIRL Rwy 3-21 0

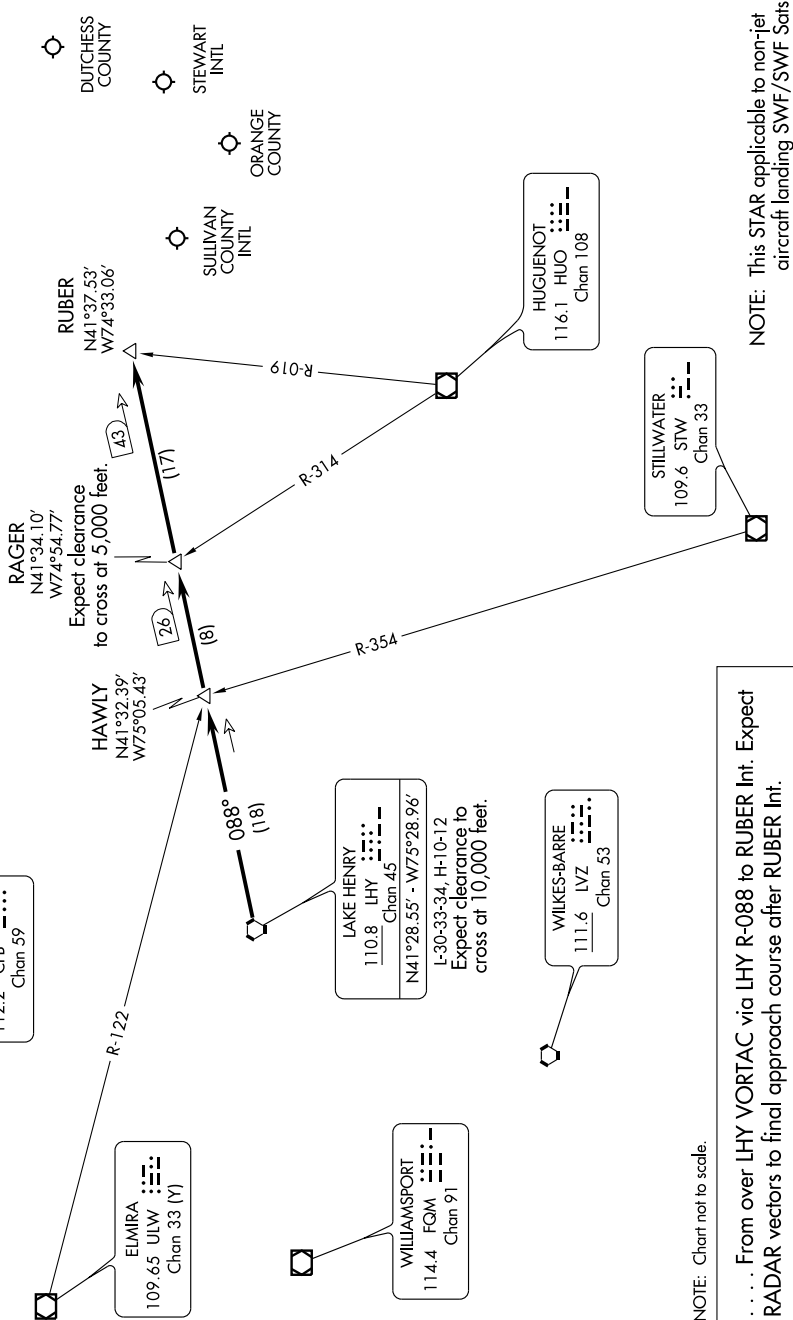
REIL Rwy 3 and 21 0

CATEGORY	A	B	C	D
LNAV MDA	920-1 555 (600-1)	920-1½ 555 (600-1½)	920-1½ 555 (600-1½)	920-1¾ 555 (600-1¾)
CIRCLING	1200-1 835 (900-1)	1200-1¼ 835 (900-1¼)	1200-2½ 835 (900-2½)	1200-2¾ 835 (900-2¾)

RUBER ONE ARRIVAL

NEWBURGH, NEW YORK

NEW YORK APP CON 132.75 363.1
STEWART INTL ATIS 124.575
SULLIVAN COUNTY INTL AWOS-3 134.025
ORANGE COUNTY ASOS 119.275
DUTCHESS COUNTY ATIS 126.75



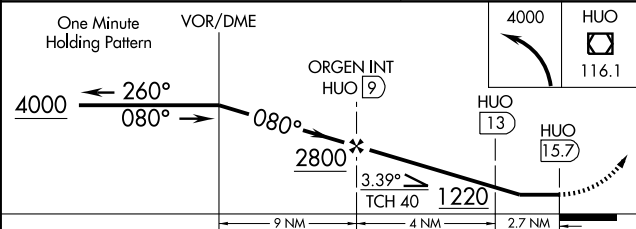
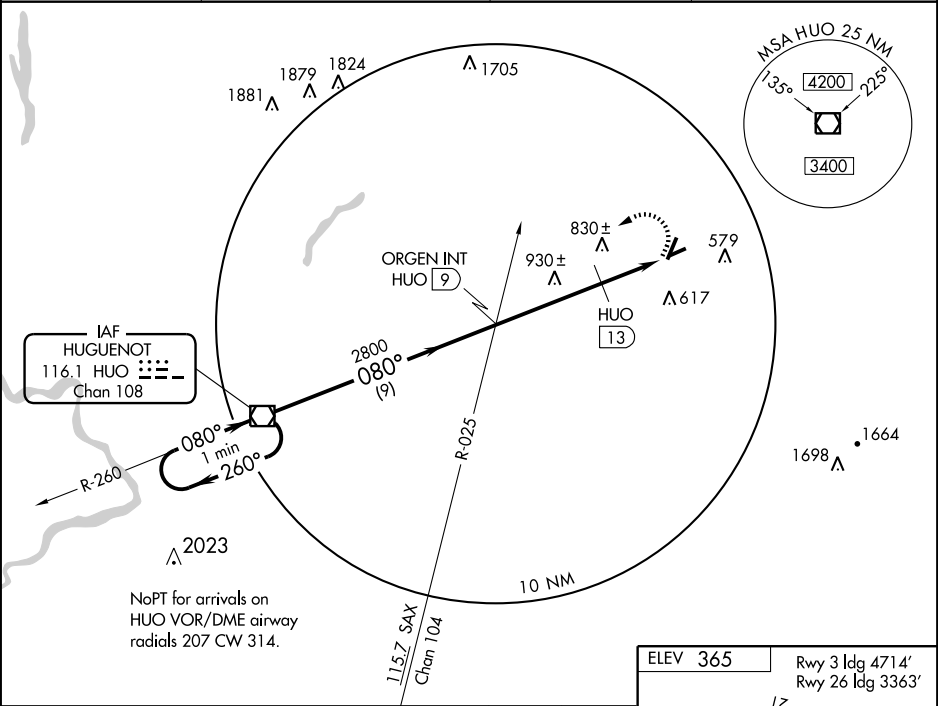
VOR RWY 8

MONTGOMERY/ORANGE COUNTY (MGJ)

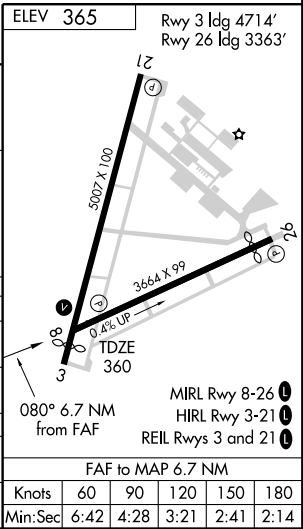
VOR/DME HUO	APP CRS	Rwy Idg	3664
116.1	080°	TDZE	360
Chan 108		Apt Elev	365

MISSED APPROACH: Climbing left turn to 4000 direct HUO VOR/DME and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119,275	132.75 363.1	123,85	122.725 (CTAF) 0



CATEGORY	A	B	C	D
S-8	1220-1 860 (900-1)	1220-1¼ 860 (900-1¼)	1220-2½ 860 (900-2½)	1220-2¾ 860 (900-2¾)
CIRCLING	1220-1 855 (900-1)	1220-1¼ 855 (900-1¼)	1220-2½ 855 (900-2½)	1220-2¾ 855 (900-2¾)
DME MINIMUMS				
S-8	1160-1 800 (800-1)	1160-1¼ 800 (800-1¼)	1160-2¼ 800 (800-2¼)	1160-2½ 800 (800-2½)
CIRCLING	1200-1 835 (900-1)	1200-1¼ 835 (900-1¼)	1200-2½ 835 900-2½)	1200-2¾ 835 900-2¾)



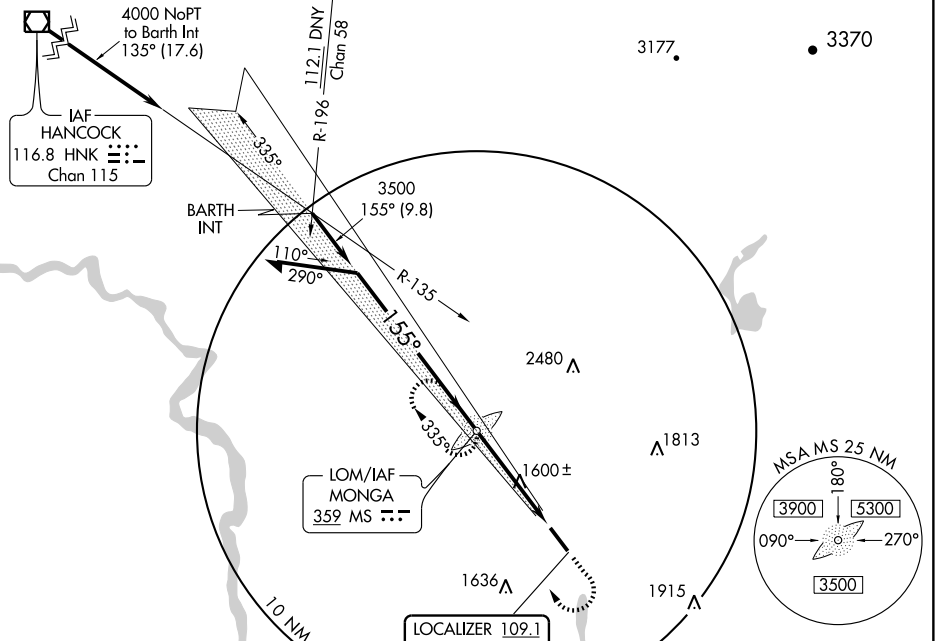
LOC I-MSV 109.1	APP CRS 155°	Rwy Ldg TDZE Apt Elev 5700 1403 1403
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MONTICELLO / SULLIVAN COUNTY INTL (MSV)

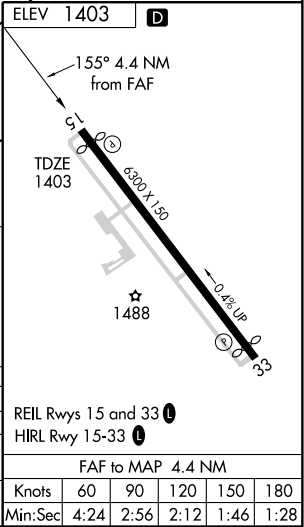
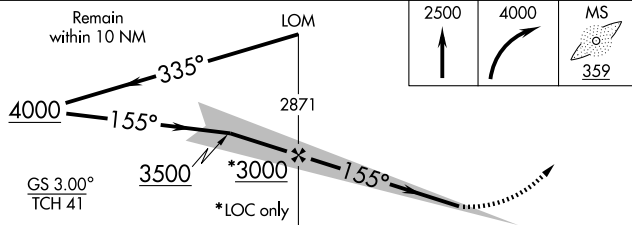
If local altimeter setting not received, use Newburgh/Stewart Intl altimeter setting and increase all DH/MDAs 160 feet.

MISSED APPROACH: Climb to 2500, then climbing right turn to 4000 direct MS LOM and hold.

AWOS-3 124.725	NEW YORK APP CON 132.75 363.1	CLNC DEL 121.6	UNICOM 122.8 (CTAF) 0
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ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 15		1653-3/4	250 (300-3/4)	
S-LOC 15	1860-1	457 (500-1)	1860-1 1/4 457 (500-1 1/4)	1860-1 1/2 457 (500-1 1/2)
CIRCLING	1900-1	497 (500-1)	1900-1 1/2 497 (500-1 1/2)	1960-2 557 (600-2)

NE-2, 22 OCT 2009 to 19 NOV 2009

LOM MS <u>359</u>	APP CRS 155°	Rwy Ldg TDZE Apt Elev	5700 1403 1403
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NDB or GPS RWY 15

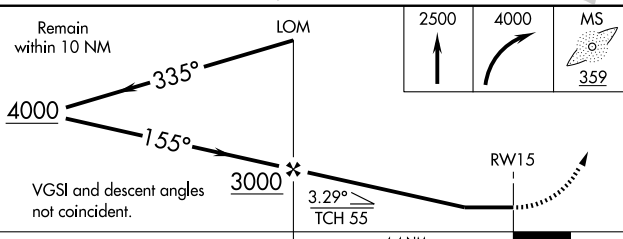
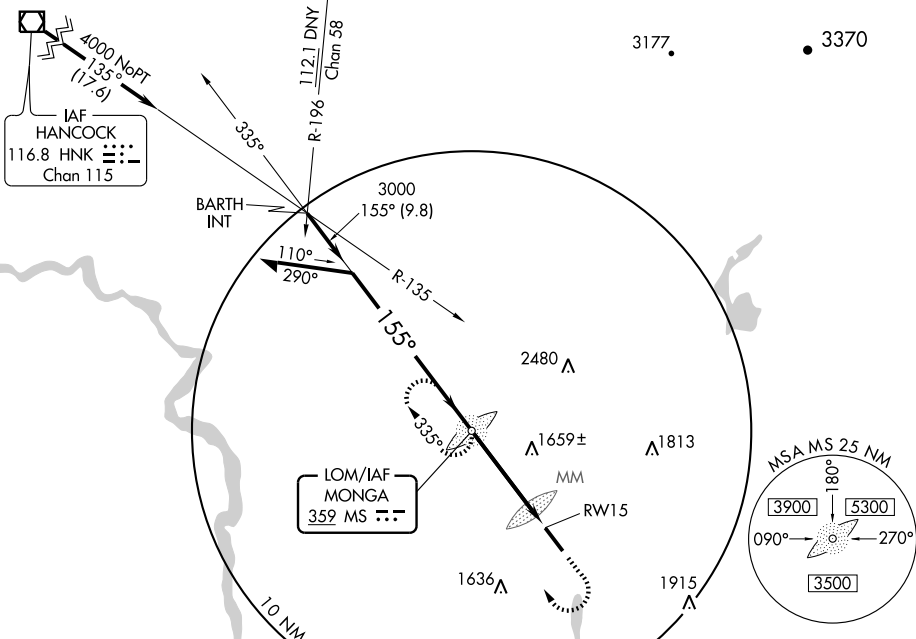
MONTICELLO / SULLIVAN COUNTY INTL (MSV)



A NA

MISSED APPROACH: Climb to 2500, then climbing right turn to 4000 direct MS LOM and hold.

AWOS-3 124.725	NEW YORK APP CON 132.75 363.1	CLNC DEL 121.6	UNICOM 122.8 (CTAF) 0
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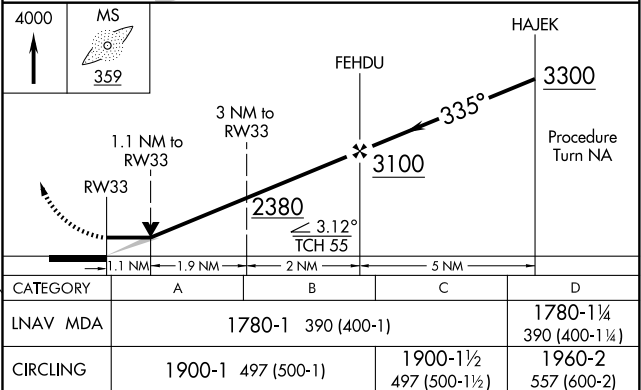
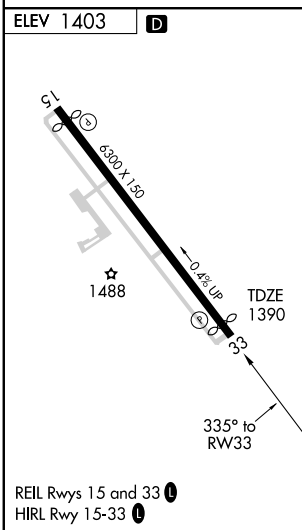
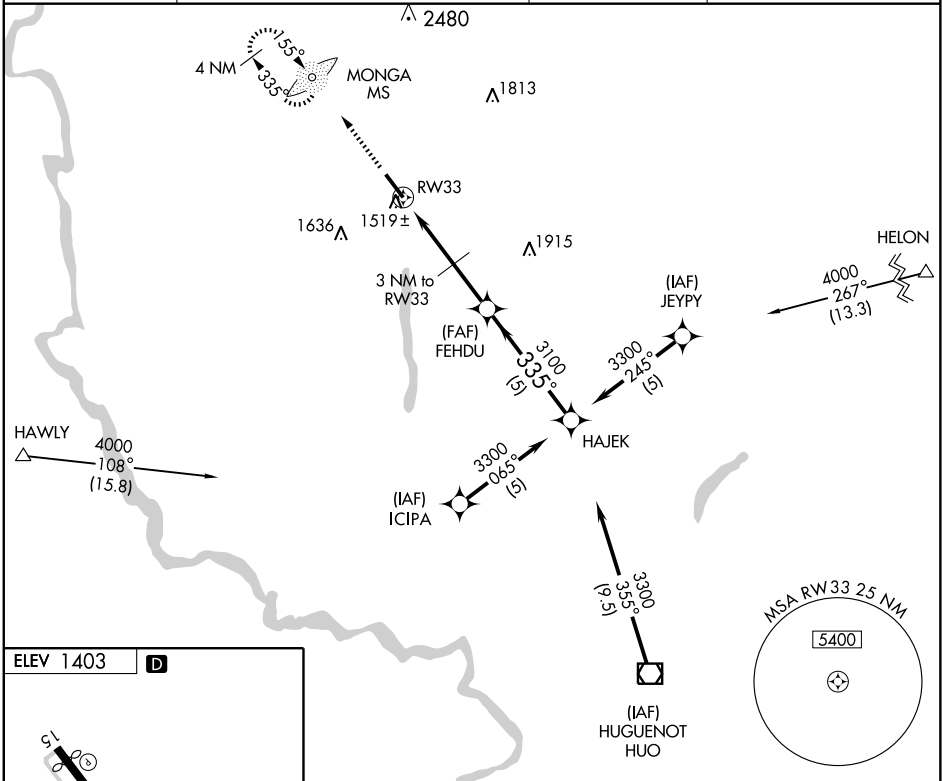
CATEGORY	4.4 NM				REIL Rwy 15 and 33 ⁽¹⁾ HIRL Rwy 15-33 ⁽¹⁾												
	A	B	C	D													
S-15	1960-1	557 (600-1)	1960-1½ 557 (600-1½)	1960-1¾ 557 (600-1¾)	FAF to Rwy 4.4 NM												
CIRCLING	1960-1	557 (600-1)	1960-1½ 557 (600-1½)	1960-2 557 (600-2)	<table border="1"> <thead> <tr> <th>Knots</th> <th>60</th> <th>90</th> <th>120</th> <th>150</th> <th>180</th> </tr> </thead> <tbody> <tr> <td>Min:Sec</td> <td>4:24</td> <td>2:56</td> <td>2:12</td> <td>1:46</td> <td>1:28</td> </tr> </tbody> </table>	Knots	60	90	120	150	180	Min:Sec	4:24	2:56	2:12	1:46	1:28
Knots	60	90	120	150	180												
Min:Sec	4:24	2:56	2:12	1:46	1:28												

APP CRS 335°	Rwy Ldg TDZE Apt Elev	5700 1390 1403
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RNAV (GPS) RWY 33

MONTICELLO/ SULLIVAN COUNTY INTL (MSV)

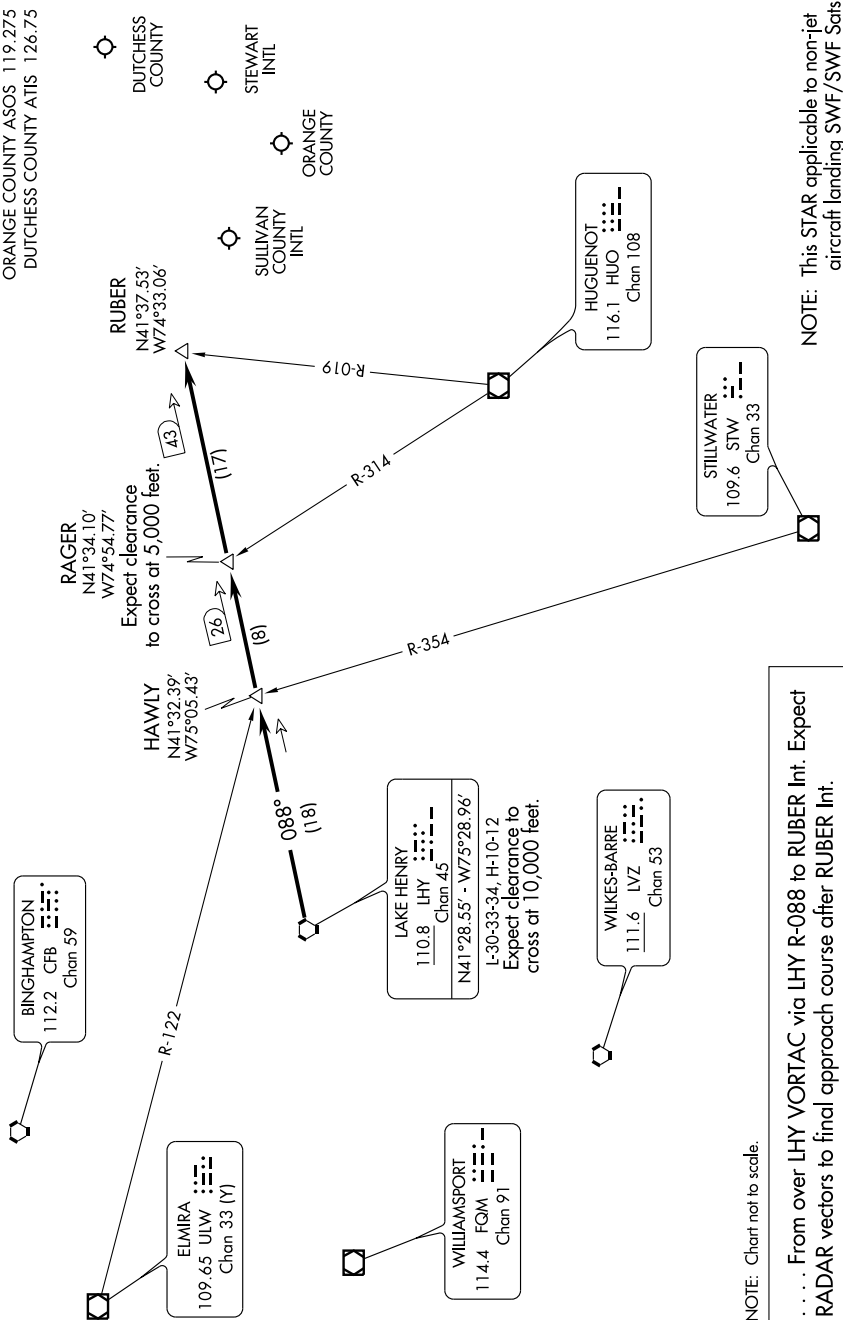
 GPS or RNP-0.3 required.  NA DME/DME RNP-0.3 NA.		MISSED APPROACH: Climb to 4000 direct MONGA LOM and hold.	
AWOS-3 124.725	NEW YORK APP CON 132.75 363.1	CLNC DEL 121.6	UNICOM 122.8 (CTAF) 0



RUBER ONE ARRIVAL

NEWBURGH, NEW YORK

NEW YORK APP CON 132.75 363.1
STEWART INTL ATIS 124.575
SULLIVAN COUNTY INTL AWOS-3 134.025
ORANGE COUNTY ASOS 119.275
DUTCHESS COUNTY ATIS 126.75



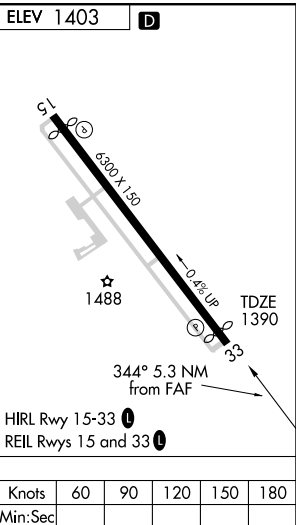
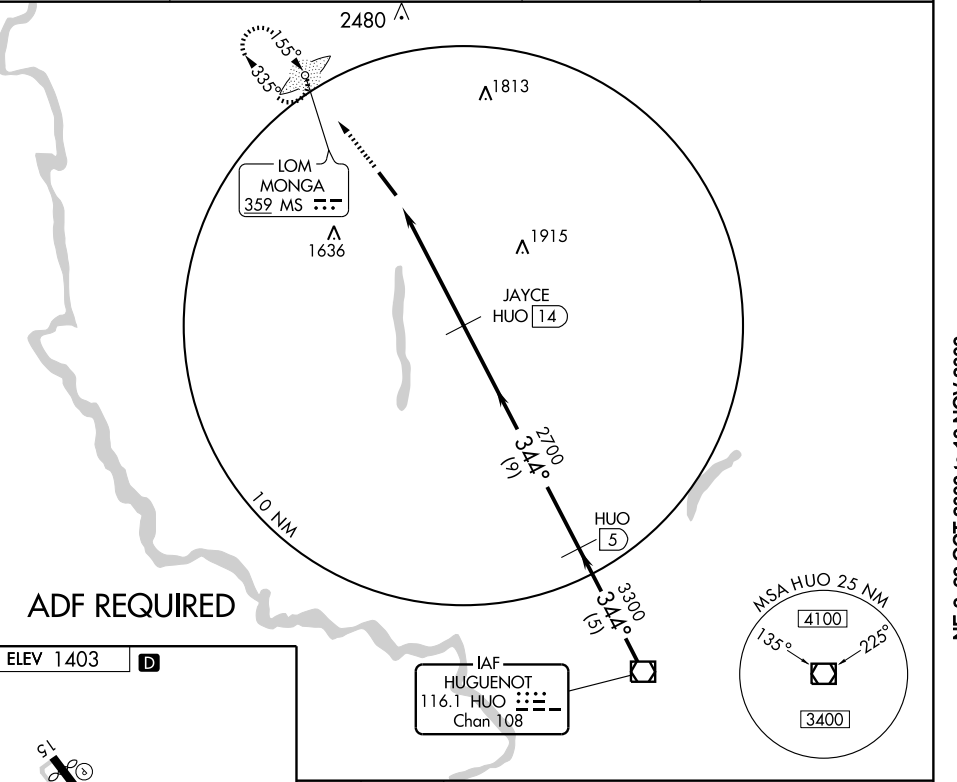
▼

▲ NA

If local altimeter setting not received, use Newburgh/Stewart Intl altimeter setting and increase all MDAs 160 feet.

MISSED APPROACH: Climb to 4000 direct MS LOM and hold.

AWOS-3 124.725	NEW YORK APP CON 132.75 363.1	CLNC DEL 121.6	UNICOM 122.8 (CTAF) 0
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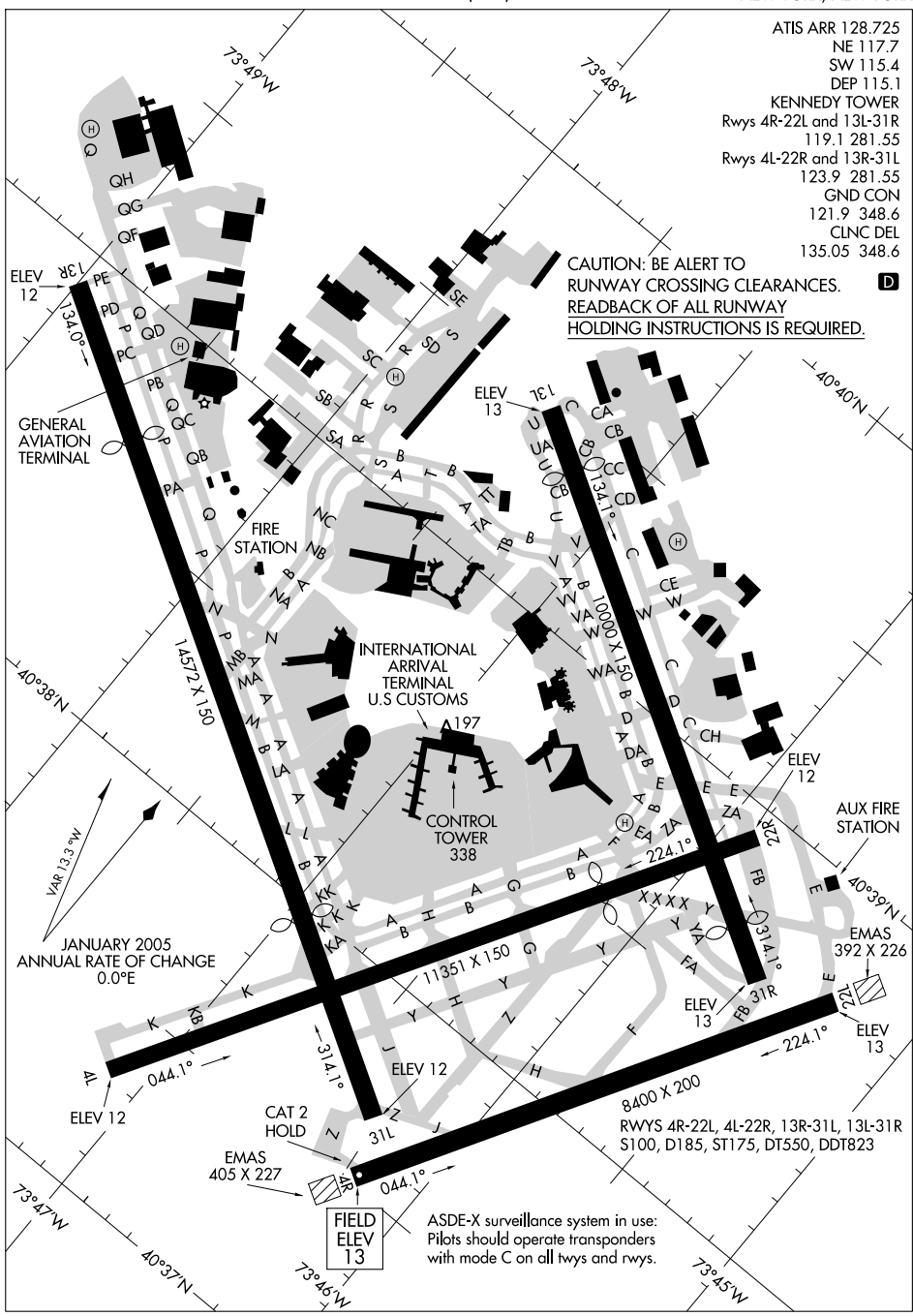


4000	MS			
↑	359			
	HUO 19.3	JAYCE HUO 14	HUO 5	VOR/DME 3500
	2700	344°	3300	Procedure Turn NA
	5.3 NM	9 NM	5 NM	
CATEGORY	A	B	C	D
S-33	1980-1 590 (600-1)		1980-1½ 590 (600-1½)	1980-1¾ 590 (600-1¾)
CIRCLING	1980-1 577 (600-1)		1980-1½ 577 (600-1½)	1980-2 577 (600-2)

Knots	60	90	120	150	180
Min:Sec					

AIRPORT DIAGRAM

AL-610 (FAA)

NEW YORK / JOHN F. KENNEDY INTL (JFK)
NEW YORK, NEW YORK

NE-2, 22 OCT 2009 to 19 NOV 2009

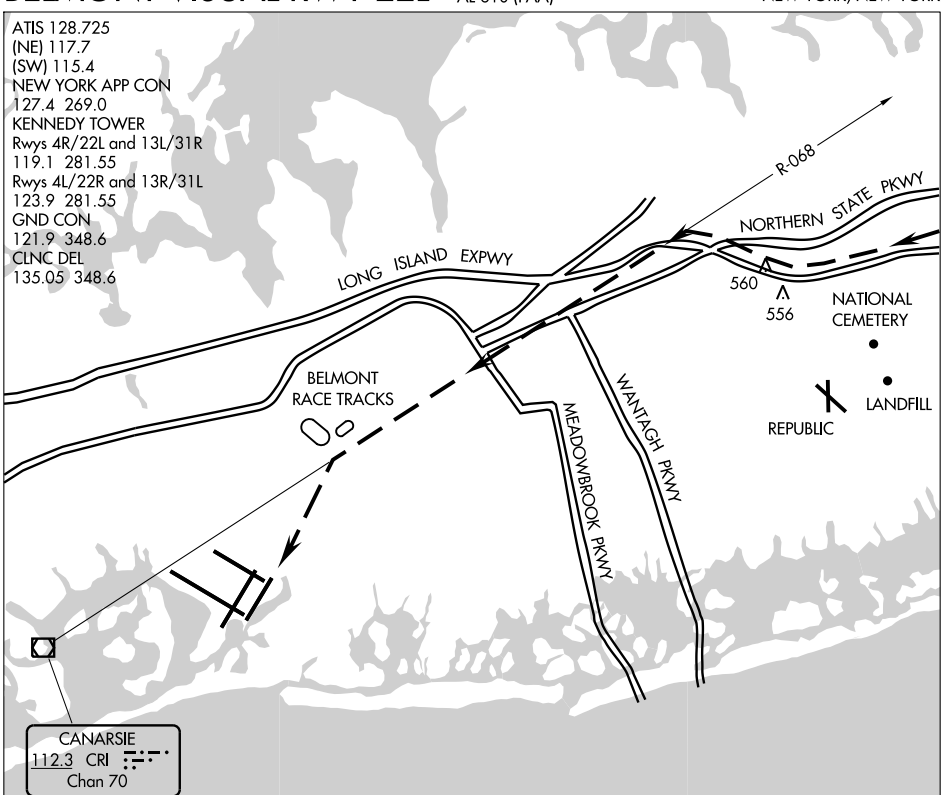
BELMONT VISUAL RWY 22L

AL-610 (FAA)

NEW YORK/JOHN F. KENNEDY INTL (JFK)

NEW YORK, NEW YORK

ATIS 128.725
(NE) 117.7
(SW) 115.4
NEW YORK APP CON
127.4 269.0
KENNEDY TOWER
Rwys 4R/22L and 13L/31R
119.1 281.55
Rwys 4L/22R and 13R/31L
123.9 281.55
GND CON
121.9 348.6
CLNC DEL
135.05 348.6



RADAR REQUIRED

Weather minima: 3500 feet ceiling and 5 mile visibility.

NM	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
----	---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----

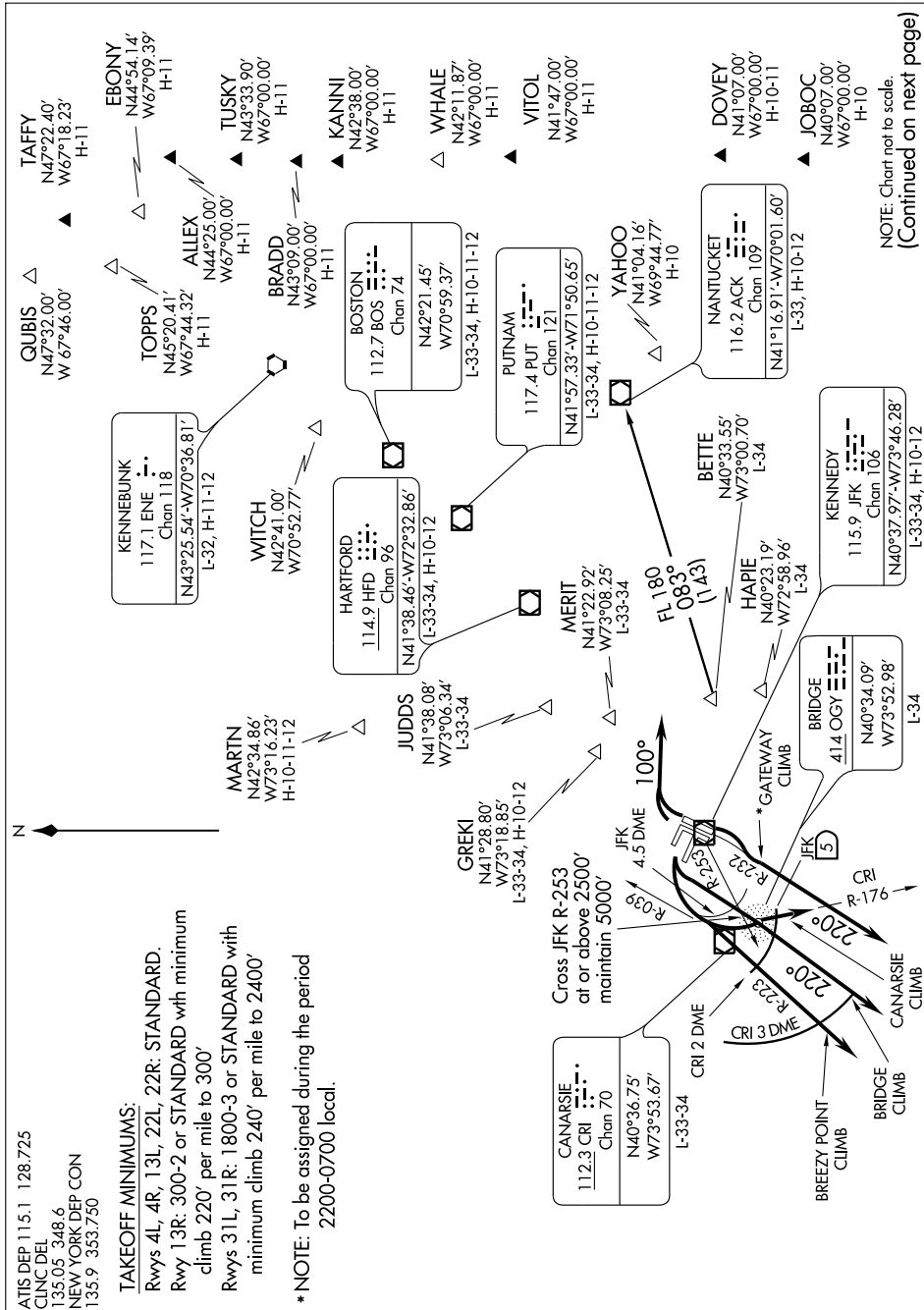
BELMONT VISUAL RUNWAY 22L

When cleared for the Belmont Visual Approach to Runway 22L, follow the Long Island Expressway westbound until intercepting CRI R-068 at 3000'. Navigate on CRI R-068 till abeam Belmont Race Track at 1600'. Remain east of Belmont Race Track and proceed direct to JFK Runway 22L.

BETTE THREE DEPARTURE

SL-610 (FAA)

NEW YORK, NEW YORK





DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet.

TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet.

TAKE-OFF RUNWAYS 22L/R: Climb runway heading, maintain 5,000 feet.

* GATEWAY CLIMB: Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet.

TAKE-OFF RUNWAYS 31L/R:

BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

NANTUCKET TRANSITION (BETTE3.ACK): From over BETTE INT to ACK VOR/DME.

BETTE: Via radar vectors to BETTE direct ACK VOR/DME. Expect clearance to filed altitude/flight level ten minutes after departure.

* NOTE: To be assigned during the period 2200-0700 local.

NOTE: RNAV equipped aircraft only.

NOTE: North American Route (NAR) aircraft only.

NOTE: Rwy 4L, 64' AGL taxiing aircraft 691' from departure end of rwy, 390' left or right of rwy centerlines. Cross DER at or above 35' AGL/47' MSL.

Rwy 4R, cross DER at or above 21' AGL/33' MSL.

Rwy 13L, cross DER at or above 3' AGL/15' MSL.

Rwys 13R, 31L, 31R cross DER at or above 35' AGL/47' MSL.

CAMRN FOUR ARRIVAL

NEW YORK, NEW YORK

NEW YORK APP CON

127.4 269.0

KENNEDY INTL ATIS ARR 128.725

(NE) 117.7 (SW) 115.4

REPUBLIC ATIS

126.65

DEER PARK
117.7 DPK
Chan 124

REPUBLIC

JOHN F. KENNEDY INTL

ROBBINSVILLE
113.8 RBV
Chan 85

R-121

R-143

COYLE
113.4 CYN
Chan 81

R-135

R-162

ATLANTIC CITY
108.6 ACY
Chan 23

SEA ISLE
114.8 SIE
Chan 95

L-34, H-10-12

6000
049°
(25)

38

(13)

R-124

BOTON
N39°24.87'
W74°27.29'

HOGGS
N39°34.97'-W74°16.24'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross at FL 180
or lowest usable Flight Level.

PANZE
N39°40.56'
W74°10.09'

KARRS
N39°50.45'
W73°59.16'

CAMRN
N40°01.04'-W73°51.66'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at 11,000'
and 250 Kts.

53

(12)

210K

041°

(11)

049°

(13)

59

(18)

46

(13)

Note: STAR applicable to Turbojet
aircraft only.

NOTE: Chart not to scale.

From over SIE VORTAC via SIE R-049 and DPK R-221 to CAMRN INT. Expect radar
vectors to final approach fix in use.

AL-610 (FAA)

Rwy Idg	
TDZE	
Apt Elev	

N/A
N/A
N/A

NEW YORK/ JOHN F. KENNEDY INTL (JFK)

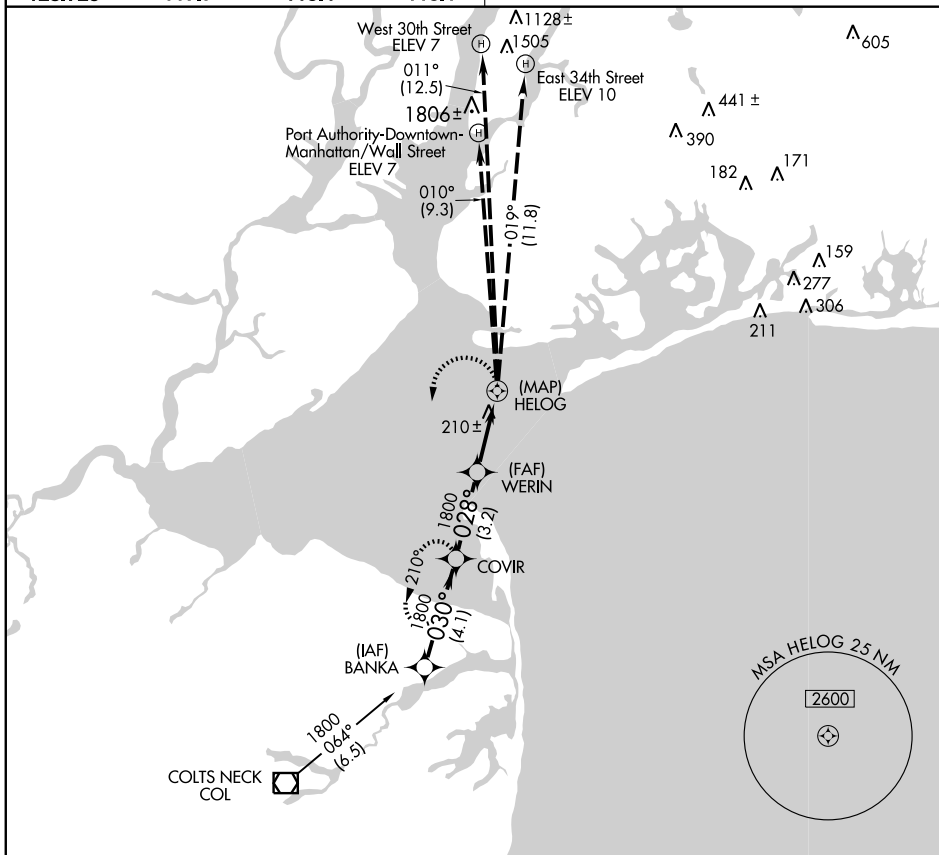
NEW YORK/ JOHN F. KENNEDY INTL (JFK)

MISSED APPROACH: Climbing left turn to 1800 direct COVR WP and hold.

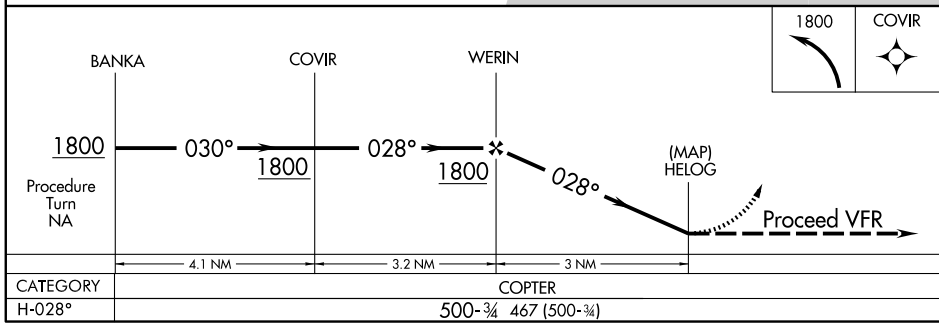
ATIS

ARR
28.725ARR-NE
117.7ARR-SW
115.4DEP
115.1

NEW YORK APP CON
127.4 269.0



NE-2. 22 OCT 2009 to 19 NOV 2009

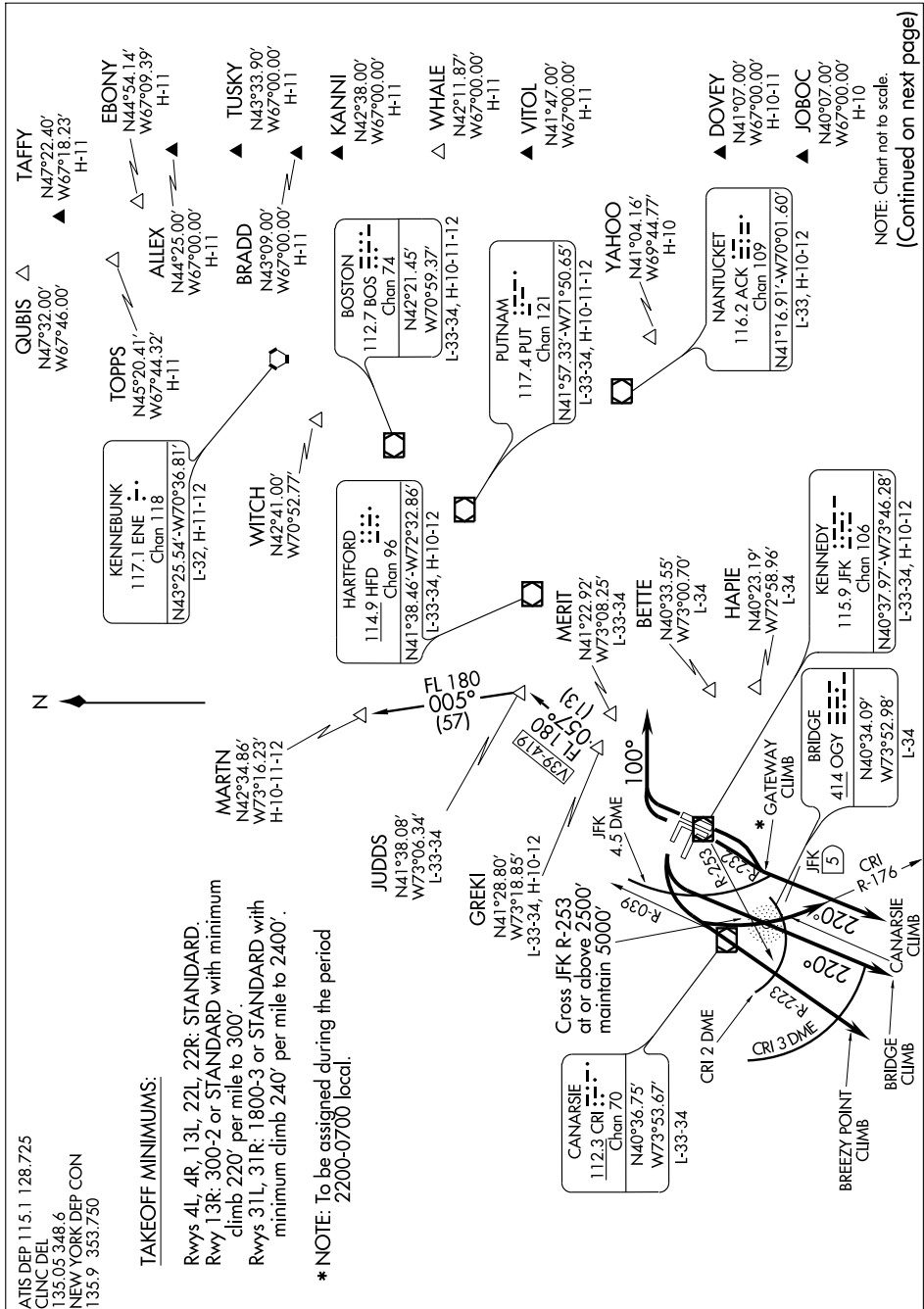


ATIS DEP 115.1 128.725
CLNC DEL
135.05 348.6
NEW YORK DEP CON
135.9 353.750

TAKEOFF MINIMUMS:

Rwys 4L, 4R, 13L, 22L, 22R: STANDARD.
Rwy 13R: 300-2 or STANDARD with minimum
climb 220' per mile to 300'.
Rwys 31L, 31R: 1800-3 or STANDARD with
minimum climb 240' per mile to 2400'.

* NOTE: To be assigned during the period 2200-0700 local.



NOTE: Chart not to scale.

(Continued on next page)

NE-2: 22 OCT 2009 to 19 NOV 2009

GREKI THREE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet.

TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet.

TAKE-OFF RUNWAYS 22L/R: Climb runway heading, maintain 5,000 feet,

* GATEWAY CLIMB: Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet.

TAKE-OFF RUNWAYS 31L/R:

BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

MARTN TRANSITION (GREKI3.MARTN): From over GREKI INT to JUDDS INT, then to MARTN INT.

GREKI: Via radar vectors to GREKI direct JUDDS direct MARTN. Expect clearance to filed altitude/flight level ten minutes after departure.

* NOTE: To be assigned during the period 2200-0700 local.

NOTE: RNAV equipped aircraft only.

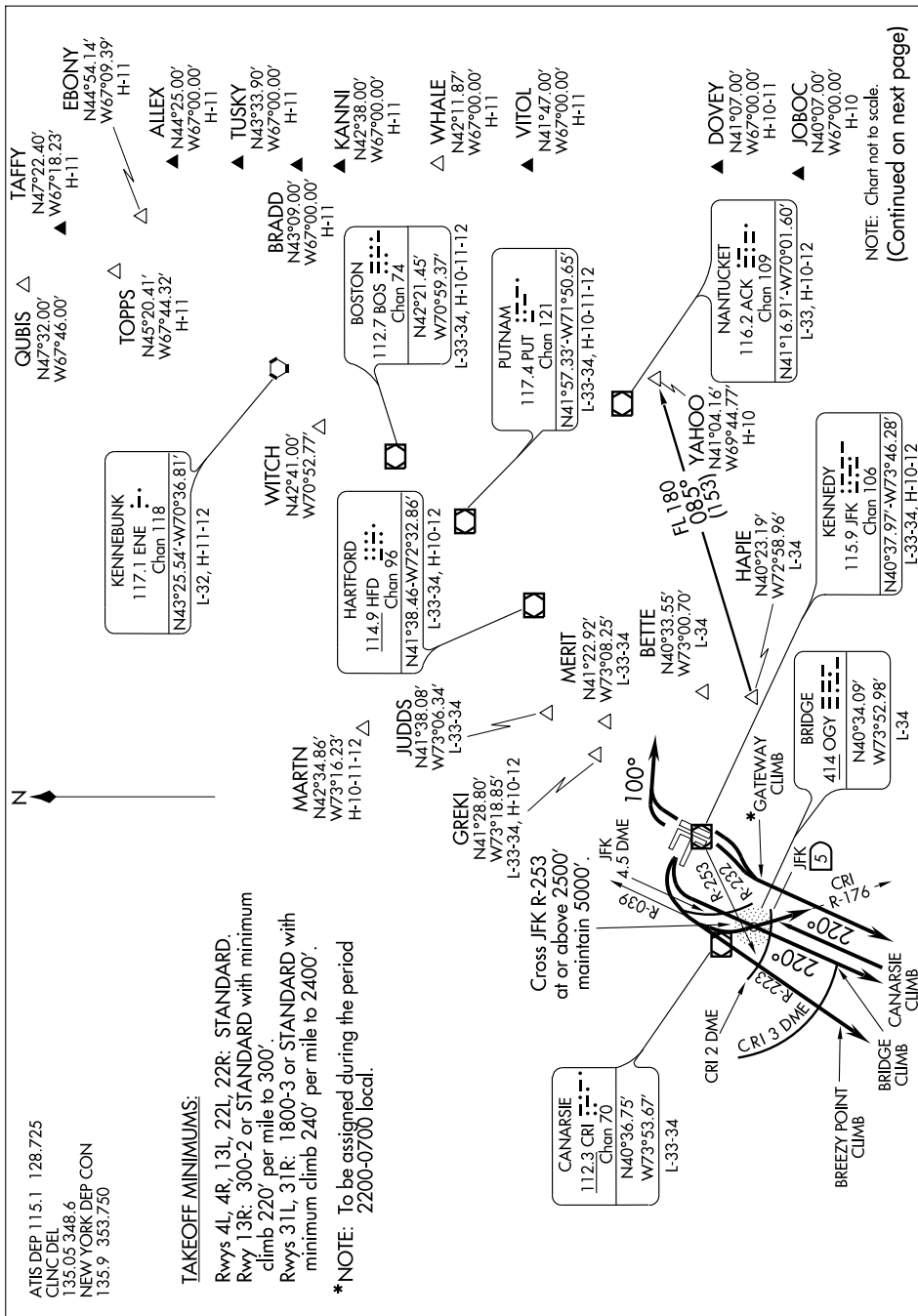
NOTE: North American Route (NAR) aircraft only.

NOTE: Rwy 4L, 64' AGL taxiing aircraft 691' from departure end of rwy, 390' left or right of rwy centerline. Cross DER at or above 35' AGL/47' MSL.

Rwy 4R, cross DER at or above 21' AGL/33' MSL.

Rwy 13L, cross DER at or above 3' AGL/15' MSL.

Rwys 13R, 31L, 31R cross DER at or above 35' AGL/47' MSL.



NE-2: 22 OCT 2009 to 19 NOV 2009

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet.

TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet.

TAKE-OFF RUNWAYS 22L/R: Climb runway heading, maintain 5,000 feet.

* GATEWAY CLIMB: Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet.

TAKE-OFF RUNWAYS 31L/R:

BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

YAHOO TRANSITION (HAPIE3.YAHOO): From over HAPIE INT to YAHOO INT.

HAPIE: Via radar vectors to HAPIE direct YAHOO INT. Expect clearance to filed altitude/flight level ten minutes after departure.

* NOTE: To be assigned during the period 2200-0700 local.

NOTE: RNAV equipped aircraft only.

NOTE: North American Route (NAR) aircraft only.

NOTE: Rwy 4L, 64' AGL taxiing aircraft 691' from departure end of rwy, 390' left or right of rwy centerline. Cross DER at or above 35' AGL/47' MSL.


Rwy 4R, cross DER at or above 21' AGL/33' MSL.

Rwy 13L, cross DER at or above 3' AGL/15' MSL.

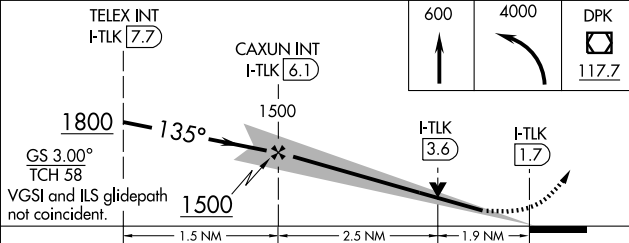
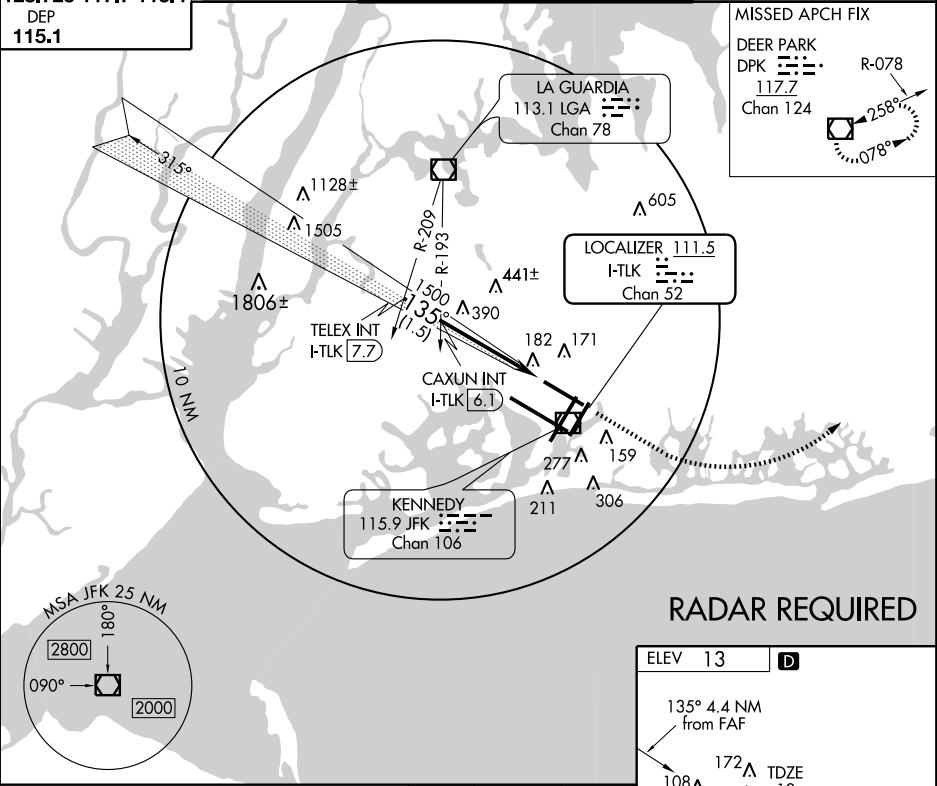
Rwys 13R, 31L, 31R cross DER at or above 35' AGL/47' MSL.

LOC/DME I-TLK 111.5 Chan 52	APP CRS 135°	Rwy Idg 9095 TDZE 13 Apt Elev 13
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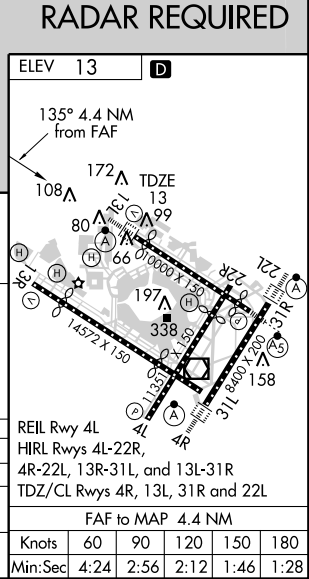
ILS or LOC RWY 13L
NEW YORK / JOHN F. KENNEDY INTL (JFK)

	ALSIF-2 	MISSED APPROACH: Climb to 600 then climbing left turn to 4000 direct to DPK VOR/DME and hold.
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ATIS ARR (NE) (SW) 128.725 117.7 115.4 DEP 115.1	NEW YORK APP CON 127.4 269.0	KENNEDY TOWER Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	GND CON 121.9 348.6	CLNC DEL 135.05 348.6
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CATEGORY	A	B	C	D
S-ILS 13L	218/18 205 (300-1/2)			
S-LOC 13L	680/24 667 (700-1/2)	680/60 667 (700-1 1/4)	680-1 1/2 667 (700-1 1/2)	
CIRCLING	680-1 667 (700-1)	680-1 3/4 667 (700-1 3/4)	680-2 667 (700-2)	



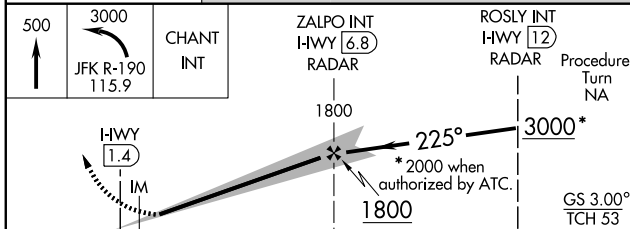
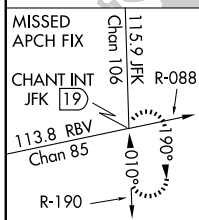
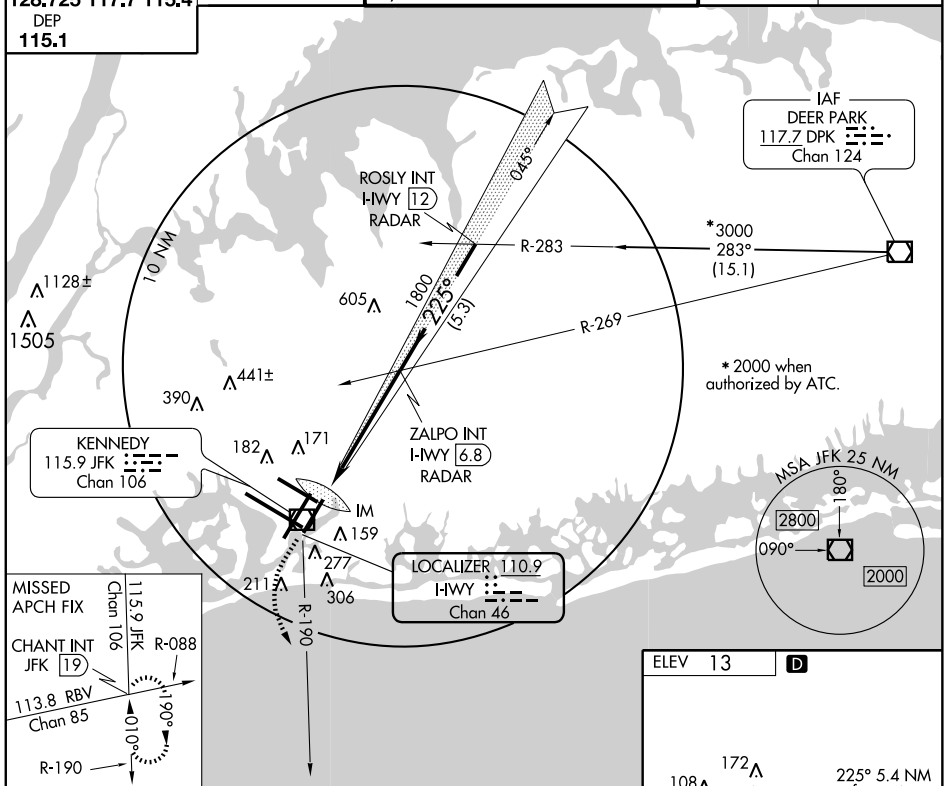
LOC/DME HWY 110.9 Chan 46	APP CRS 225°	Rwy Idg 8400 TDZE 13 Apt Elev 13
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ILS or LOC RWY 22L

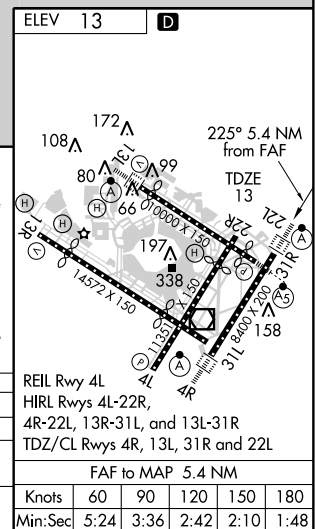
NEW YORK / JOHN F. KENNEDY INTL (JFK)

ALSIF-2 	MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via JFK R-190 to CHANT Int/19 DME and hold.
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ATIS ARR (NE) (SW) 128.725 117.7 115.4 DEP 115.1	NEW YORK APP CON 127.4 269.0	KENNEDY TOWER Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	GND CON 121.9 348.6	CLNC DEL 135.05 348.6
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CATEGORY	A	B	C	D
S-ILS 22L	213/18		200 (200-1/2)	
S-LOC 22L	460/24 447 (500-1/2)		460/40 447 (500-3/4)	460/50 447 (500-1)
CIRCLING	640-1 627 (700-1)		640-1 3/4 627 (700-1 3/4)	640-2 627 (700-2)



LOC I-MOH	APP CRS	Rwy Idg	11248
111.35	315°	TDZE	13
		Apt Elev	13

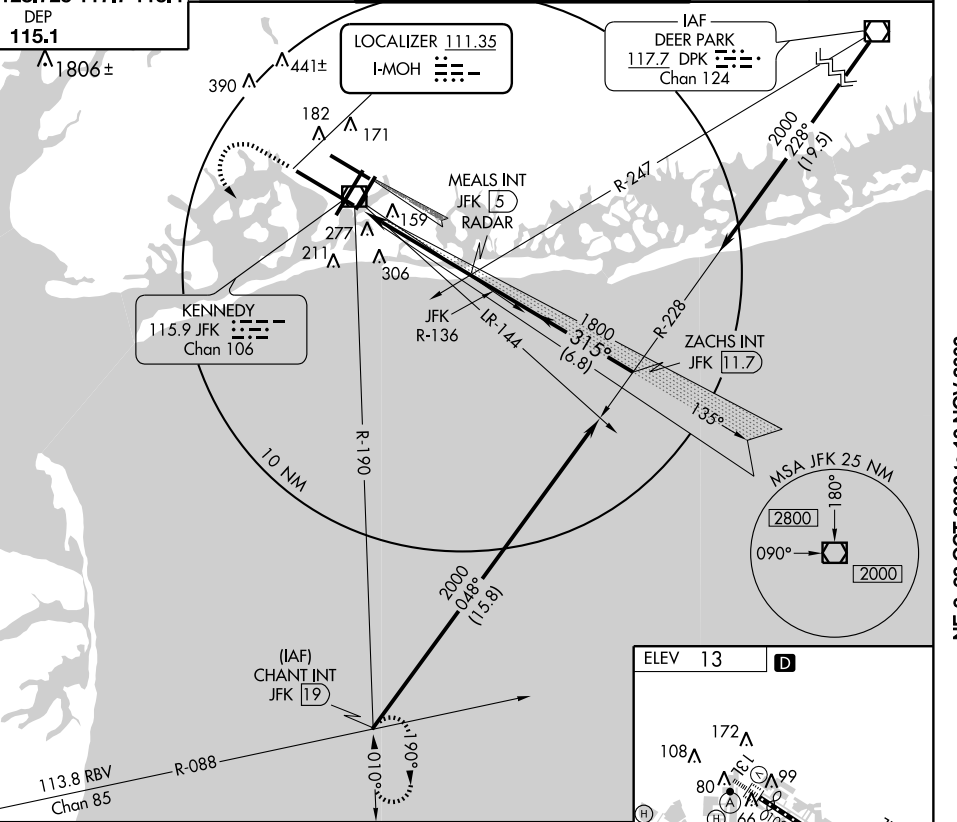
Simultaneous approach authorized with Rwy 31R.

DME from JFK VOR/DME.

LOC procedure NA during simultaneous operations.

MISSED APPROACH: Climb to 500 then climbing left turn to 1000 until intercepting JFK R-190, then climb to 3000 via JFK R-190 to CHANT Int/JFK 19 DME and hold.

ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
ARR (NE) (SW)	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55	121.9 348.6	135.05 348.6
DEP		Rwys 4L/22R and 13R/31L 123.9 281.55		
115.1				



500

1000

3000

CHANT INT

JFK R-190 115.9

MEALS INT JFK (5) RADAR

ZACHS INT JFK 11.7

2000

Procedure Turn NA

GS 3.00°

TCH 48

5.4 NM

6.8 NM

CATEGORY	A	B	C	D
S-ILS 31L		213/40	200 (200-¾)	
S-LOC 31L	440/50 427 (500-1)		440/60 427 (500-1¼)	440-1½ 427 (500-1½)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

TDZ/CL Rwys 4R, 13L, 31R and 22L REIL Rwy 4L HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NE-2, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-RTH 111.5 Chan 52	APP CRS 315°	Rwy Idg 8970 TDZE 13 Apt Elev 13
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ILS or LOC RWY 31R
NEW YORK / JOHN F. KENNEDY INTL (JFK)

T	Simultaneous approach authorized with Rwy 31L.
A	LOC procedure NA during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 1800 then climbing left turn to 2000 direct CRI VOR/DME then climb to 4000 via CRI VOR/DME R-225 to COL VOR/DME and hold.

ARR	ATIS (NE)	(SW)
128.725	117.7	115.4
DEP		
115.1		

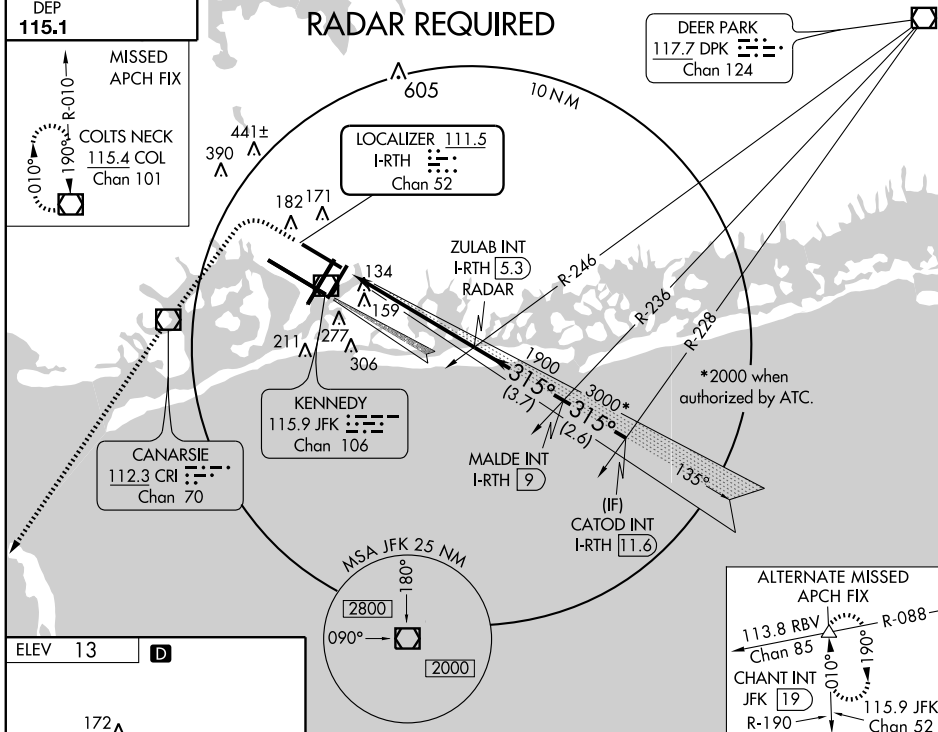
NEW YORK APP CON	
127.4	269.0

KENNEDY TOWER			
Rwys 4R/22L and 13L/31R	119.1	281.55	
Rwys 4L/22R and 13R/31L	123.9	281.55	

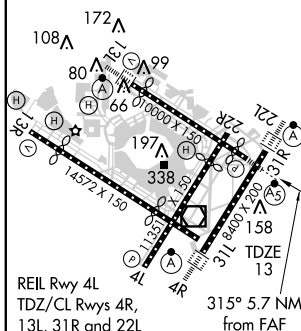
GND CON
21.9 348

CLNC DEL

RADAR REQUIRED







ELEV	13	D
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REIL Rwy 4L
TDZ/CL Rwy 4R,
13L, 31R and 22L
HIRL Rwy 4L-22R

4R-22L, 13R-31L and 13L-31R					
FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

1800 ↑	2000 ↘	CRI 112.3 	4000 ↑ CRI R-225	COL 115.4 	MALDE INT 115.4 	CATOD INT I-RTH 11.6 
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CATEGORY	A	B	C	D
S-ILS 31R	213/18 200 (200-½)			
S-LOC 31R	440/24 427 (500-½)	440/40 427 (500-¾)	440/50 427 (500-1)	
CIRCLING	640-1 627 (700-1)	640-1¾ 627 (700-1¾)	640-2 627 (700-2)	

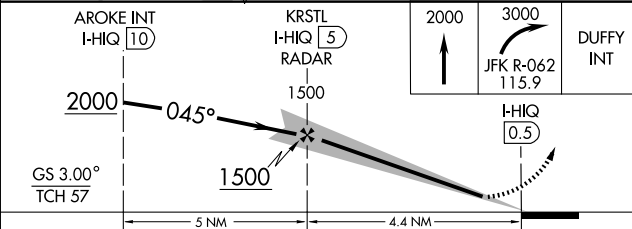
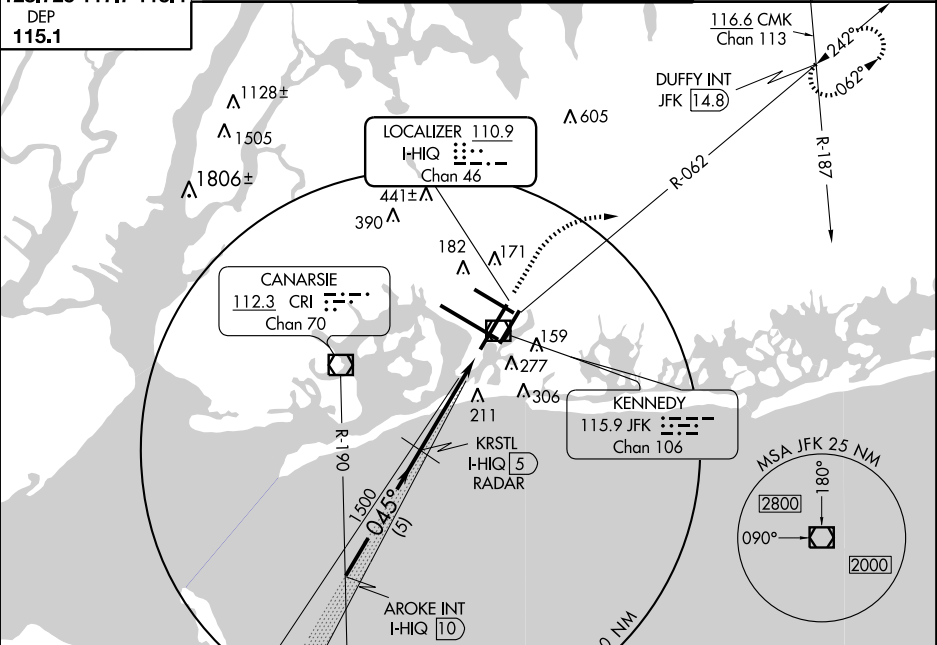
LOC/DME I-HIQ 110.9 Chan 46	APP CRS 045°	Rwy Idg 11351 TDZE 12 Apt Elev 13
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ILS RWY 4L

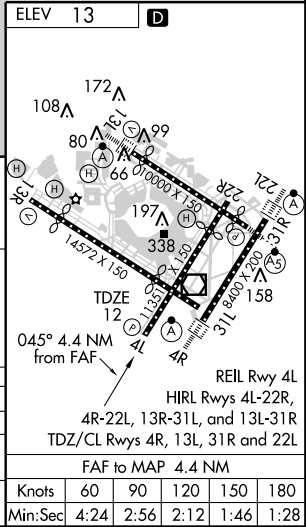
NEW YORK / JOHN F. KENNEDY INTL (JFK)

⚠ ⚠ Radar or DME Required for S-LOC 4L	MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via JFK R-062 to DUFFY Int/JFK 14.8 DME and hold.
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ATIS ARR (NE) (SW) 128.725 117.7 115.4 DEP 115.1	NEW YORK APP CON 127.4 269.0	KENNEDY TOWER Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	GND CON 121.9 348.6	CLNC DEL 135.05 348.6
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CATEGORY	A	B	C	D
S-ILS 4L	212/40	200 (200-¾)		
S-LOC 4L	400/50	388 (400-1)	400/60	388 (400-1¼)
CIRCLING	640-1	627 (700-1)	640-1¾	627 (700-1¾)



LOC/DME I-JFK 109.5 Chan 32	APP CRS 045°	Rwy Idg 8400 TDZE 13 Apt Elev 13
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ILS RWY 4R

NEW YORK / JOHN F. KENNEDY INTL (JFK)

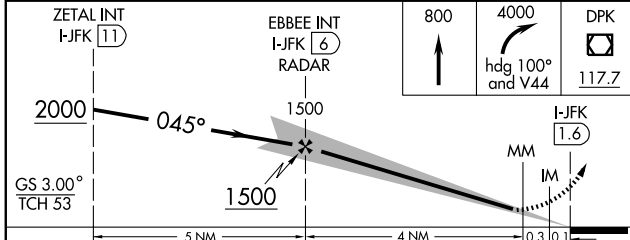
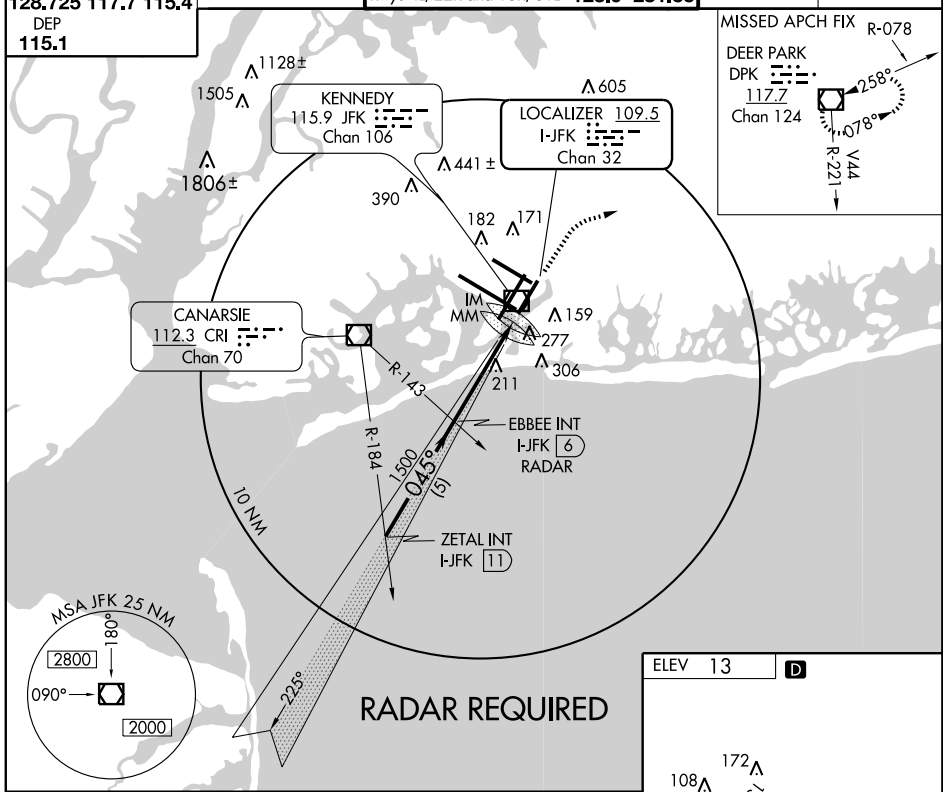
 	ALSF-2  	MISSED APPROACH: Climb to 800 then climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.
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	ATIS	
ARR	(NE)	(SW)
128.725	117.7	115.4
DEP		
115.1		

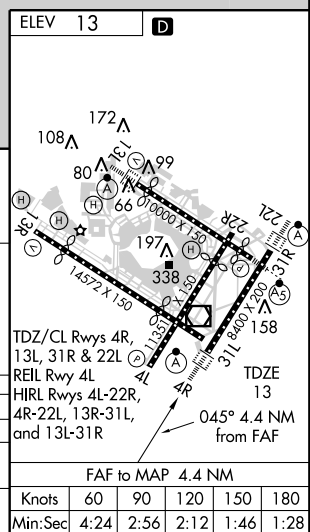
NEW YORK APP CON
127.4 269.0

KENNEDY TOWER			
Rwys 4R/22L and 13L/31R	119.1	281.55	
Rwys 4L/22R and 13R/31L	123.9	281.55	

GND CON
21.9 348



CLNC DEL
35.05 348.6

CATEGORY	A	B	C	D
S-ILS 4R	213/18		200 (200-½)	
S-LOC 4R	540/24	527 (600-½)	540/50 527 (600-1)	540/60 527 (600-1¼)
CIRCLING	640-1	627 (700-1)	640-1¾ 627 (700-1¾)	640-2 627 (700-2)

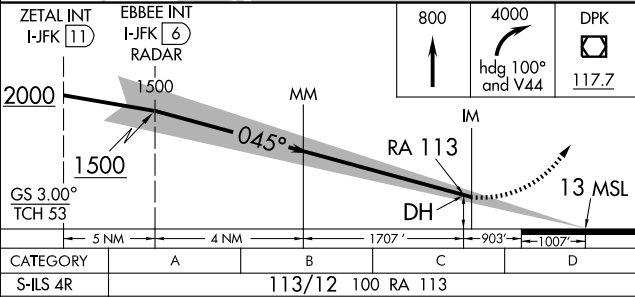
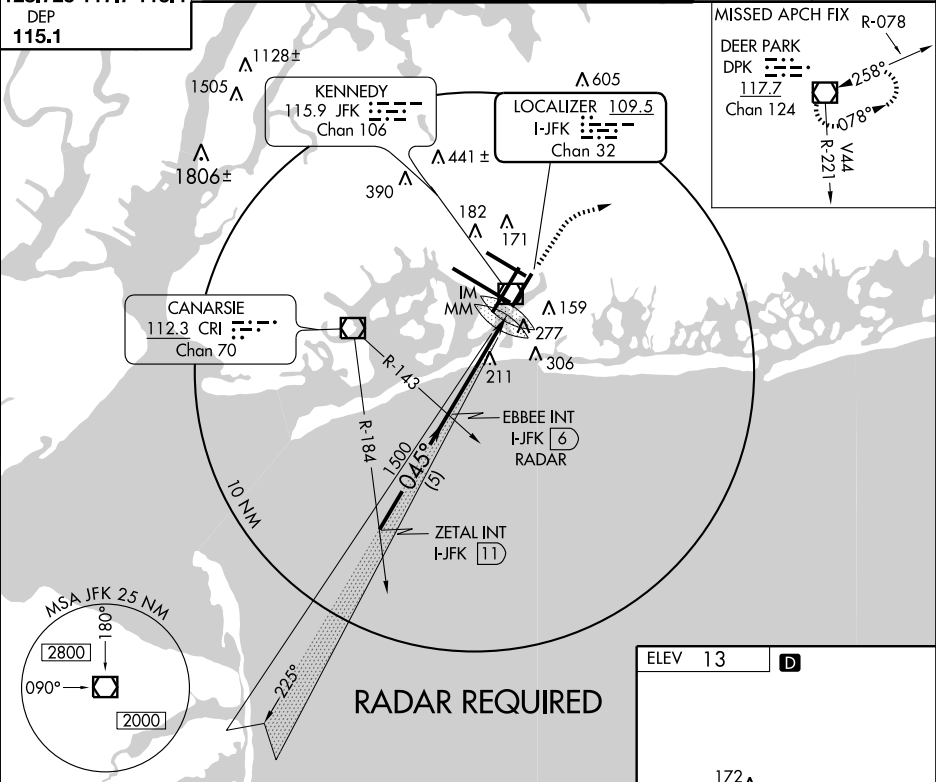


LOC/DME I-JFK 109.5 Chan 32	APP CRS 045°	Rwy Idg 8400 TDZE 13 Apt Elev 13
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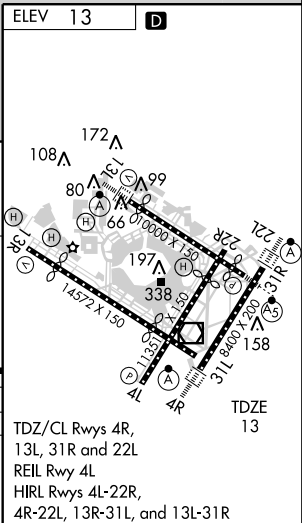
ILS RWY 4R (CAT II)
NEW YORK / JOHN F. KENNEDY INTL (JFK)

	ALSF-2 	MISSED APPROACH: Climb to 800 then climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.
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ATIS ARR (NE) (SW) 128.725 117.7 115.4 DEP 115.1	NEW YORK APP CON 127.4 269.0	KENNEDY TOWER Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	GND CON 121.9 348.6	CLNC DEL 135.05 348.6
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CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

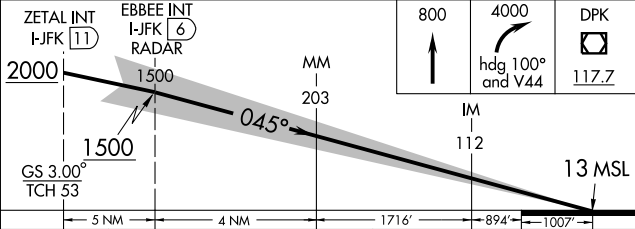
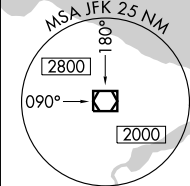
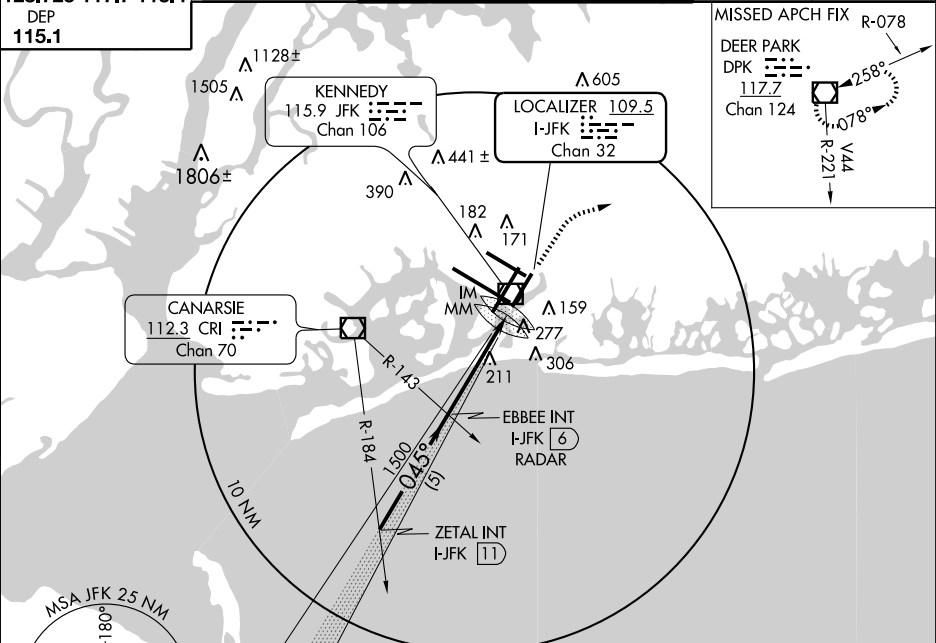


LOC/DME I-JFK 109.5 Chan 32	APP CRS 045°	Rwy Idg 8400 TDZE 13 Apt Elev 13
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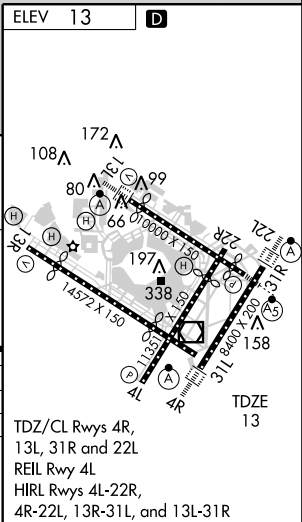
ILS RWY 4R (CAT III)
NEW YORK / JOHN F. KENNEDY INTL (JFK)

 	ALSF-2 	MISSED APPROACH: Climb to 800 then climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.
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ATIS ARR (NE) (SW) 128.725 117.7 115.4 DEP 115.1	NEW YORK APP CON 127.4 269.0	KENNEDY TOWER Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	GND CON 121.9 348.6	CLNC DEL 135.05 348.6
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CATEGORY	A	B	C	D
S-ILS 4R	CAT IIIA		RVR 07	
S-ILS 4R	CAT IIIB		RVR 06	



CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

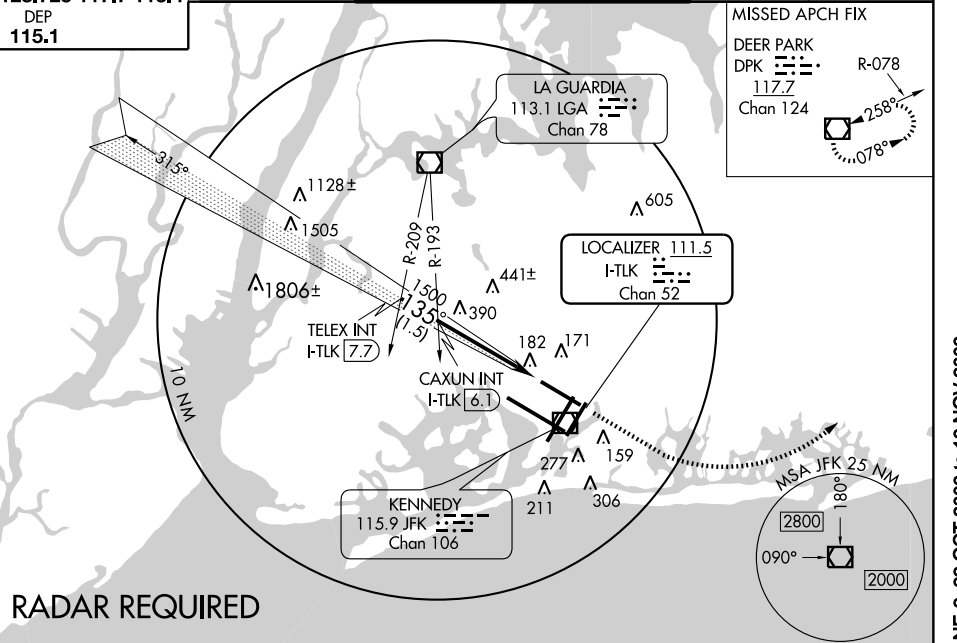
TDZ/CL Rwys 4R, 13L, 31R and 22L
REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R

▼
▲

ALSF-2

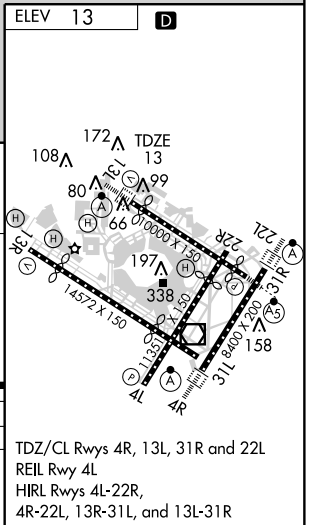
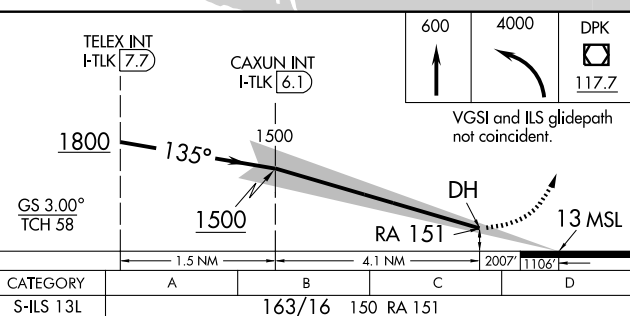
MISSED APPROACH: Climb to 600 then climbing left turn to 4000 direct to DPK VOR/DME and hold.

ATIS ARR (NE) (SW) 128.725 117.7 115.4 DEP 115.1			NEW YORK APP CON 127.4 269.0		KENNEDY TOWER Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55		GND CON 121.9 348.6	CLNC DEL 135.05 348.6
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RADAR REQUIRED

- NOTE: 99' hangar abeam Rwy threshold 855' left of Rwy centerline.
- NOTE: 18' fence abeam Rwy threshold 526' right of Rwy centerline.
- NOTE: 43' light 691' after Rwy threshold 691' right of Rwy centerline, NW taxiway B/U/V intersection.
- NOTE: 58' antenna and building 1530' after Rwy threshold 806' left of Rwy centerline.
- NOTE: 88' hangar 4192' after Rwy threshold 990' left of Rwy centerline.



NE-2: 22 OCT 2009 to 19 NOV 2009

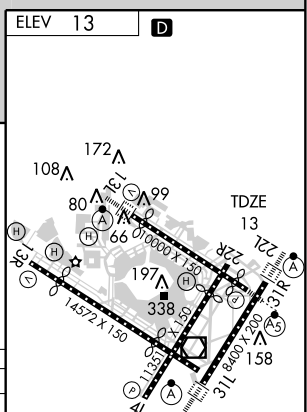
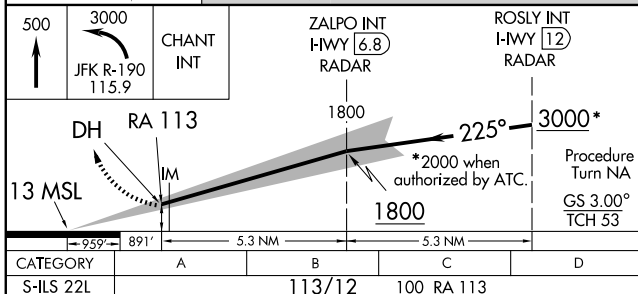
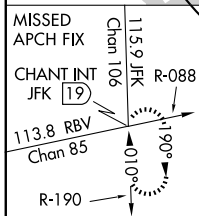
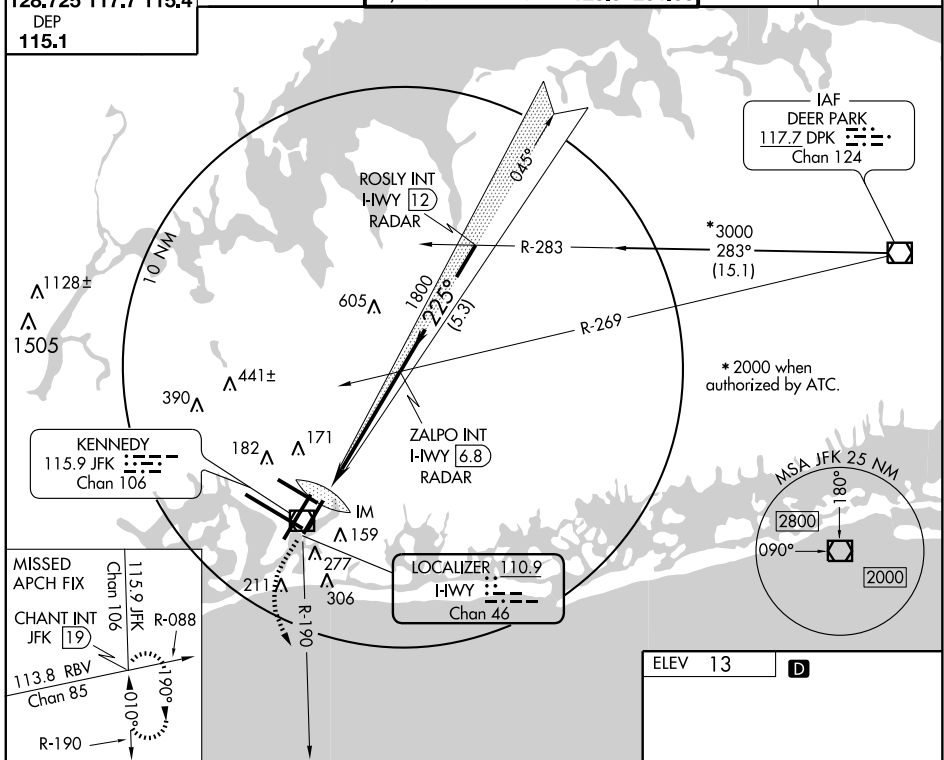
LOC/DME HWY 110.9 Chan 46	APP CRS 225°	Rwy Idg 8400 TDZE 13 Apt Elev 13
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ILS RWY 22L (CAT II)

NEW YORK / JOHN F. KENNEDY INTL (JFK)

 	ALSIF-2 	MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via JFK R-190 to CHANT Int/19 DME and hold.
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ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
ARR (NE) (SW) 128.725 117.7 115.4 DEP 115.1	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	121.9 348.6	135.05 348.6



**CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

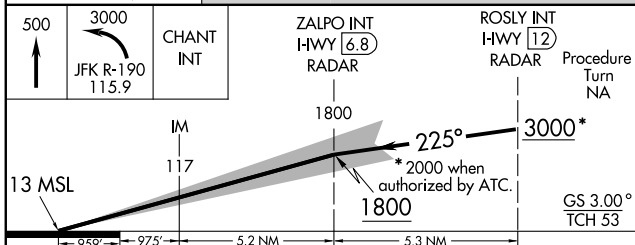
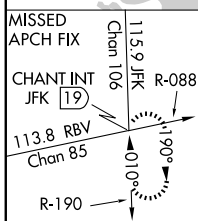
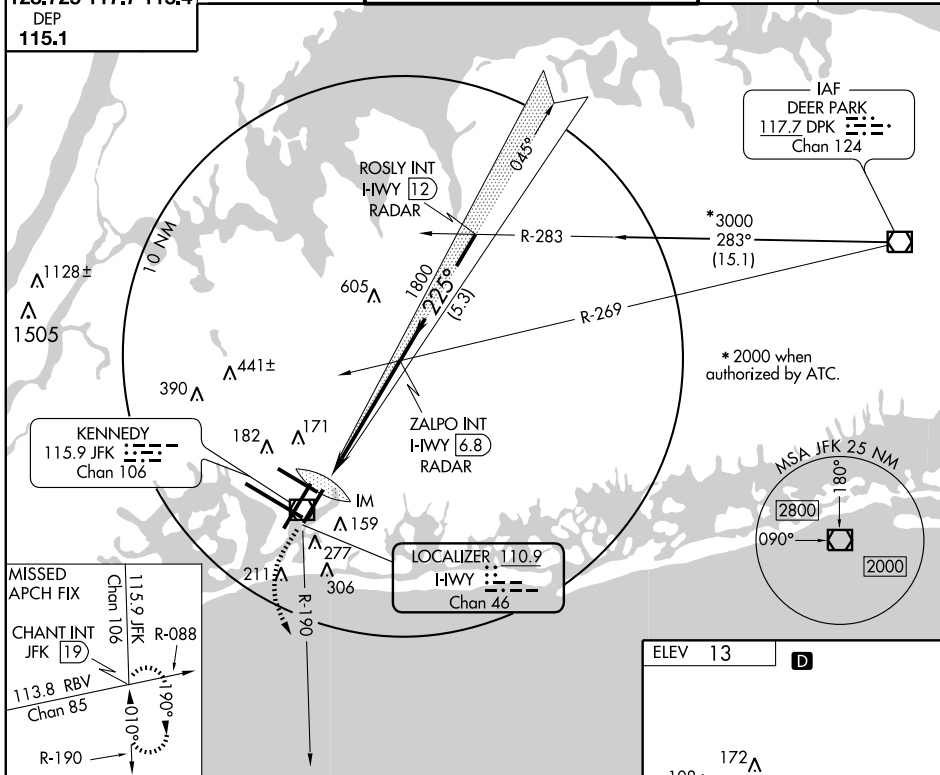
REIL Rwy 4L
HIRL Rwys 4L-22R,
4R-22L, 13R-31L, and 13L-31R
TDZ/CL Rwys 4R, 13L, 31R and 22L

LOC/DME HWY 110.9 Chan 46	APP CRS 225°	Rwy Idg 8400 TDZE 13 Apt Elev 13
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ILS RWY 22L (CAT III)

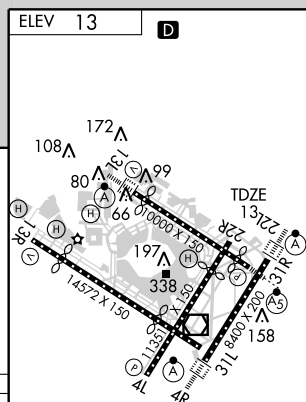
NEW YORK/JOHN F. KENNEDY INTL (JFK)

		ALS-F-2 	MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via JFK R-190 to CHANT Int/19 DME and hold.	
ATIS ARR (NE) (SW) 128.725 117.7 115.4 DEP 115.1	NEW YORK APP CON 127.4 269.0	KENNEDY TOWER Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	GND CON 121.9 348.6	CLNC DEL 135.05 348.6



CATEGORY	A	B	C	D
S-ILS 22L		CAT IIIA RVR 07		
S-ILS 22L		CAT IIIB RVR 06		
S-ILS 22L		CAT IIIC NA		

**CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**



REIL Rwy 4L
HIRL Rwys 4L-22R,
4R-22L, 13R-31L, and 13L-31R
TDZ/CL Rwys 4R, 13L, 31R and 22L

LOC/DME I-JOC <u>109.5</u> Chan 32	APP CRS 222°	Rwy Idg 8655 TDZE 13 Apt Elev 13
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ILS RWY 22R

NEW YORK / JOHN F. KENNEDY INTL (JFK)



MISSED APPROACH: Climb to 700 then climbing right turn to 4000 direct COL VOR/DME and hold.

	ATIS	
ARR	(NE)	(SW)
128.725	117.7	115.4
DEP		
115.1		

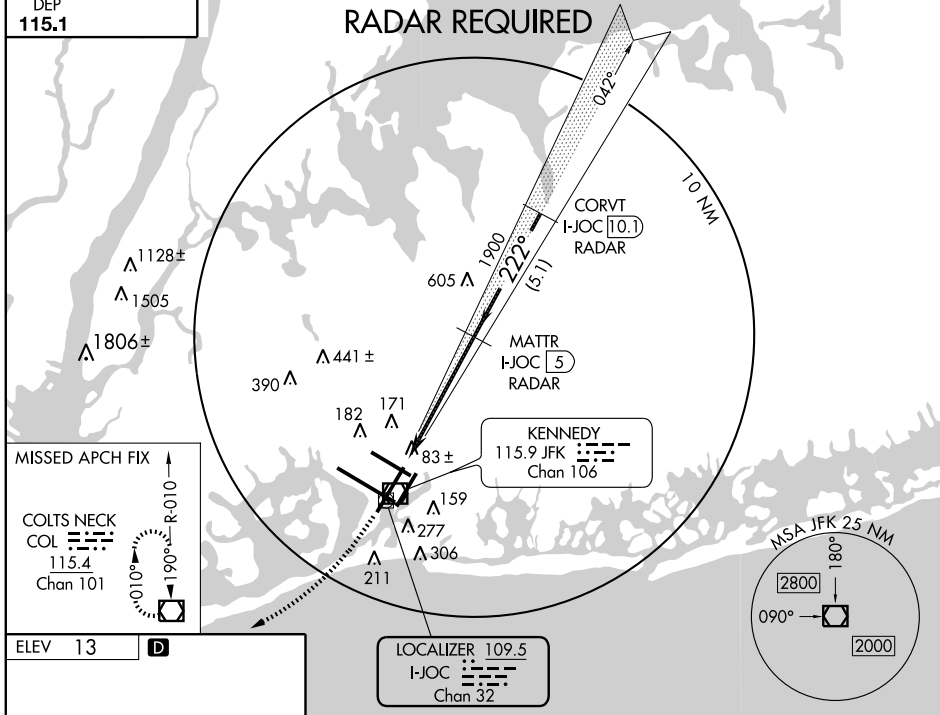
NEW YORK APP CON	
127.4	269.0

KENNEDY TOWER			
Rwys 4R/22L and 13L/31R	119.1	281.55	
Rwys 4L/22R and 13R/31L	123.9	281.55	

GND CON

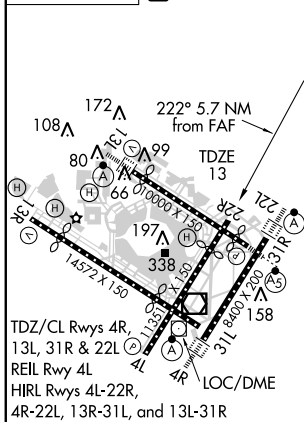
CLNC DEL
35.05 348.6

RADAR REQUIRED



ELEV	13
------	----

D



700

400

COL

115.4

MATTR
I-JOC 5
RADAR

CORVT
I-JOC 10.1
RADAR

1900

222

○ 13

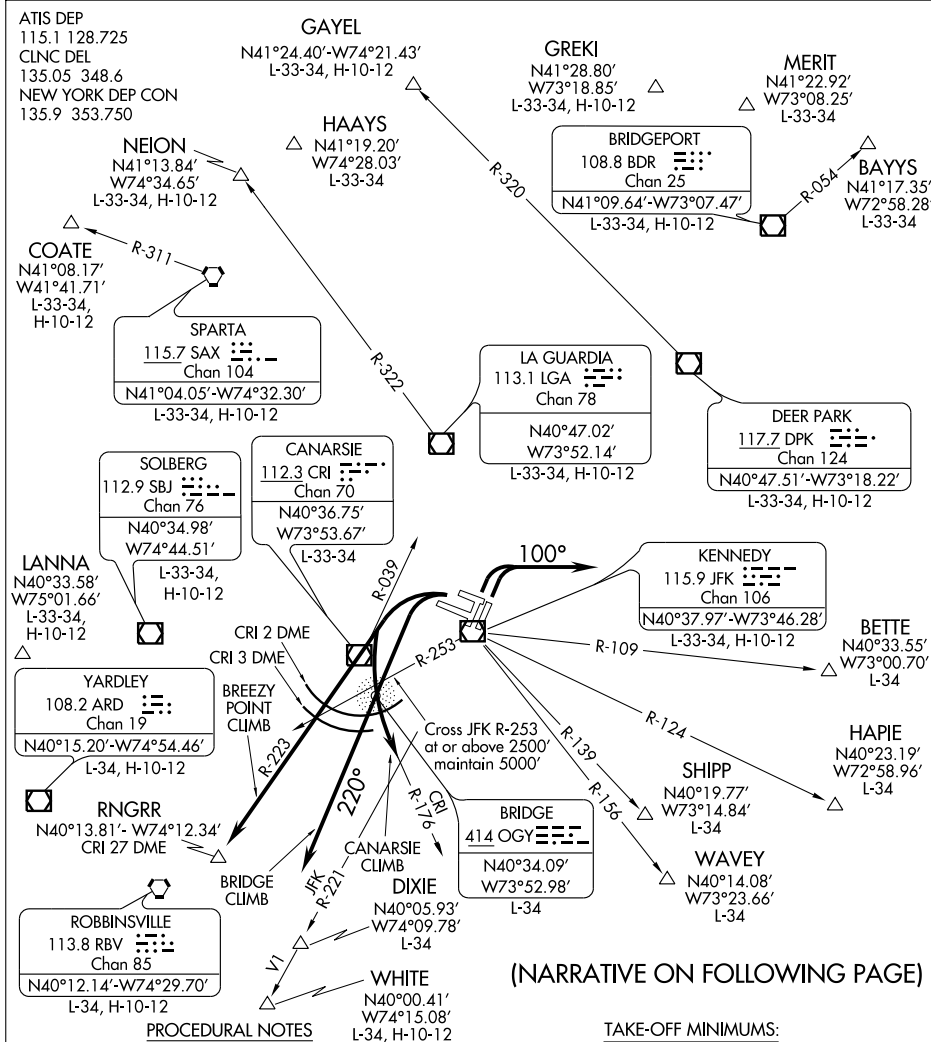
*1900 when

GS 3.00°
TCH 59

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
S-ILS 22R	263/40 250 (300-¾)			
S-LOC 22R	460/50 447 (500-1)	460/60 447 (500-1 ¼)	460-1½ 447 (500-1½)	
CIRCLING	640-1 627 (700-1)	640-1¾ 627 (700-1¾)	640-2 627 (700-2)	

NE-2. 22 OCT 2009 to 19 NOV 2009



NOTE: RADAR REQUIRED.

NOTE: BAYYS departures expect vectors to BDR VOR/DME or BDR R-054.

NOTE: BETTE departures expect vectors to JFK R-109.

NOTE: COATE departures expect vectors to SAX VORTAC or SAX R-311.

NOTE: DIXIE departures expect vectors to JFK R-221.

NOTE: HAPIE departures expect vectors to JFK R-124.

NOTE: RBV departures expect vectors to RBV after RNGRR.

NOTE: SHIPP departures expect vectors to JFK R-139.

NOTE: WAVEY departures expect vectors to JFK R-156.

NOTE: WHITE departures expect vectors to V1.

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:

Rwys 4L, 4R, 13L, 22L, 22R, 31R: STANDARD.

Rwy 13R: 300-1½ or STANDARD with minimum climb of 250' per NM to 300'.

Rwy 31L, all climbs: STANDARD with minimum obstacle climb of 210' per NM to 2000', ATC Climb Gradients: BREEZY POINT CLIMB, 343' per NM to 2500', BRIDGE CLIMB, 534' per NM to 2500', CANARSIE CLIMB, 440' per NM to 2500'.

Rwy 31R, ATC Climb Gradients: BREEZY POINT CLIMB, 287' per NM to 2500', BRIDGE CLIMB, 431' per NM to 2500', CANARSIE CLIMB, 357' per NM to 2500'.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Climbing right turn to 5,000 feet via heading 100°, Thence....

TAKE-OFF RUNWAYS 13L/R: Climb via assigned heading, maintain 5,000 feet, Thence....

TAKE-OFF RUNWAYS 22L/R: Climb heading 225°, maintain 5,000 feet, Thence....

GATEWAY CLIMB*: Intercept the JFK VOR/DME R-232 southwest bound until 5 DME, then turn left heading 220°, maintain 5,000 feet, Thence....

TAKE-OFF RUNWAYS 31L/R:

BREEZY POINT CLIMB: Climbing left turn direct CRI VOR/DME, make turn east of CRI R-039, then via CRI R-223 to RNR/R-27 DME. Cross CRI 3 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet, Thence....

BRIDGE CLIMB**: Climbing left turn direct OGY NDB, then via heading 220°, make turn east of CRI R-039. Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet, Thence....

CANARSIE CLIMB: Climbing left turn direct CRI VOR/DME, make turn east of CRI R-039, then via CRI R-176. Cross CRI 2 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet, Thence....

IDLEWILD CLIMB***: Climbing right turn to 2000 feet via heading 090°, remain within JFK 2.5 DME ****, Thence....

....Via vectors to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

* To be assigned during the period 2200-0700 local.

** ADF Required.

*** To be assigned by ATC to NON-TURBOJET AIRCRAFT.

**** If unable to remain within JFK 2.5 DME, advise ATC.

TAKE-OFF OBSTACLES:

Rwy 4L: Taxiing Aircraft 691' from DER, 390' left or right of rwy centerline, 64' AGL/77' MSL. Cross DER at or above 35' AGL/47' MSL. Tree 1824' from DER, 180' right of rwy centerline, 63' AGL/79' MSL. Tree 1847' from DER, 88' left of rwy centerline, 54' AGL/67' MSL. Multiple Obstruction Lights on Fence beginning 249' from DER, 316' left of rwy centerline, 10' AGL/22' MSL.

Rwy 4R: Multiple Trees beginning 1294' from DER, 687' left of rwy centerline, up to 63' AGL/76' MSL. Tree 524' from DER, 613' right of rwy centerline, 20' AGL/33' MSL.

Rwy 13L: Elec Equipment 106' from DER, 416' left of rwy centerline, 10' AGL/17' MSL. Obstruction Light on GS Antenna 1046' from DER, 141' left of rwy centerline, 27' AGL/40' MSL.

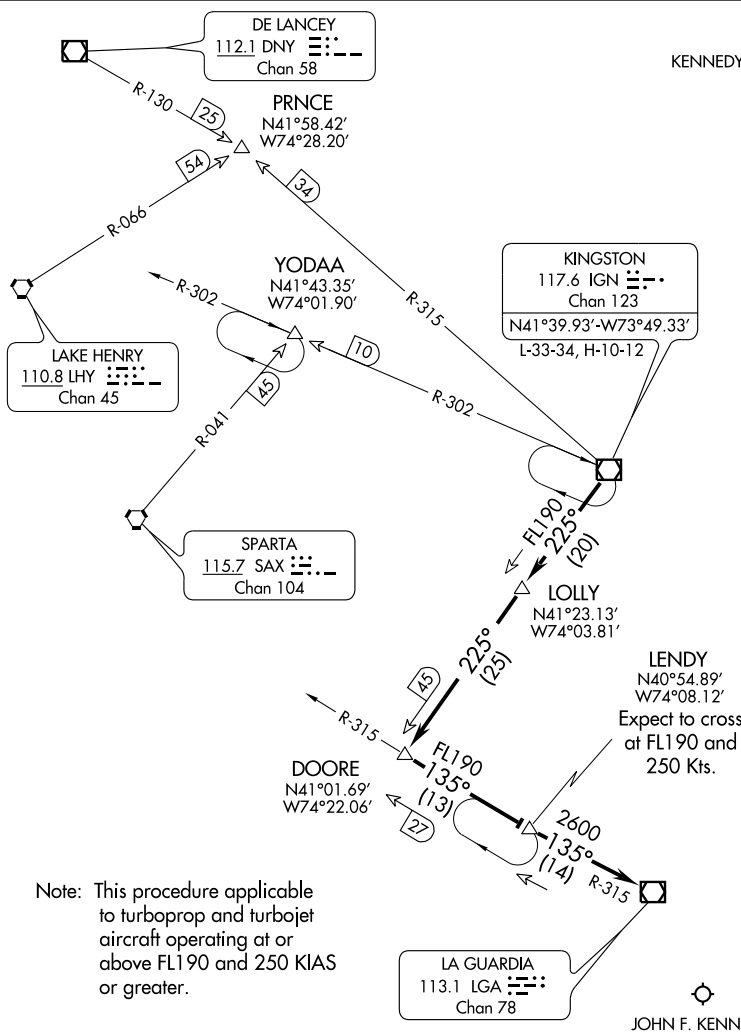
Rwy 13R: Obstruction light on tank 1.12 NM from DER, 2116' right of rwy centerline, 215' AGL/227' MSL. Obstruction light on GS antenna 361' from DER, 405' left of rwy centerline, 32' AGL/45' MSL. Obstruction light on fence 98' from DER, 6' right of rwy centerline, 10' AGL/24' MSL. Tower 4690' from DER, 1386' right of rwy centerline, 127' AGL/140' MSL.

Rwy 31L: Tree 2076' from DER, 436' left of rwy centerline, 79' AGL/91' MSL. Bush 257' from DER, 530' left of rwy centerline, 13' AGL/25' MSL.

Rwy 31R: Tree 752' from DER, 654' left of rwy centerline, 39' AGL/ 52' MSL. Tree 561' from DER, 646' right of rwy centerline, 30' AGL/43' MSL. Multiple light poles beginning 1442' from DER, 336' left of rwy centerline, up to 44' AGL/67' MSL. Vehicle on road 281' from DER, 501' left of rwy centerline, 15' AGL/26' MSL. Multiple obstruction lights on poles and fence beginning 365' from DER, 15' left of rwy centerline, up to 17' AGL/31' MSL. Obstruction light on pole 625' from DER, 359' right of rwy centerline, 28' AGL/31' MSL. Approach light 190' from DER, 8' right of rwy centerline, 5' AGL/18' MSL. Fence 410' from DER, 352' right of rwy centerline, 10' AGL/23' MSL.

KINGSTON EIGHT ARRIVAL

NEW YORK, NEW YORK



Note: This procedure applicable to turboprop and turbojet aircraft operating at or above FL190 and 250 KIAS or greater.

DME REQUIRED

NOTE: Chart not to scale.

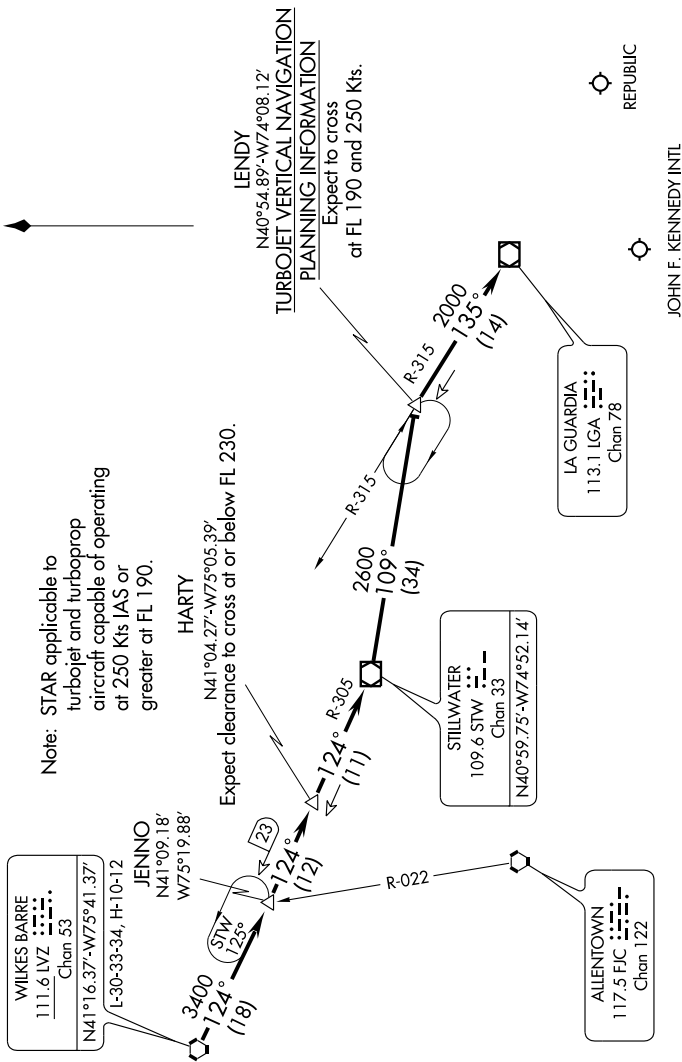
ARRIVAL ROUTE DESCRIPTION

From over IGN VOR/DME via IGN R-225 to DOORE INT (MEA FL190), then via LGA R-315 to LENDY/14 DME (MEA FL190), then via LGA R-315 to LGA VOR/DME (MEA 2600). Expect radar vectors to final approach course after LGA VOR/DME.

LENDY FIVE ARRIVAL

NEW YORK, NEW YORK

NEW YORK APP CON
127.4 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7 (SW) 115.4
REPUBLIC ATIS
126.65



NOTE: Chart not to scale.

From over LVZ VORTAC via LVZ R-124 and STW R-305 to STW VOR/DME, then from STW VOR/DME via STW R-109 to LENDY INT via LGA R-315 to LGA VOR/DME. Expect radar vectors to final approach course after LGA VOR/DME.

NE-2, 22 OCT 2009 to 19 NOV 2009

MERIT THREE DEPARTURE

SL-610 (FAA)

NEW YORK, NEW YORK

ATIS DEP 115.1 128.725
CLINC DEL
135.05 348.6
NEW YORK DEP CON
135.9 353.750

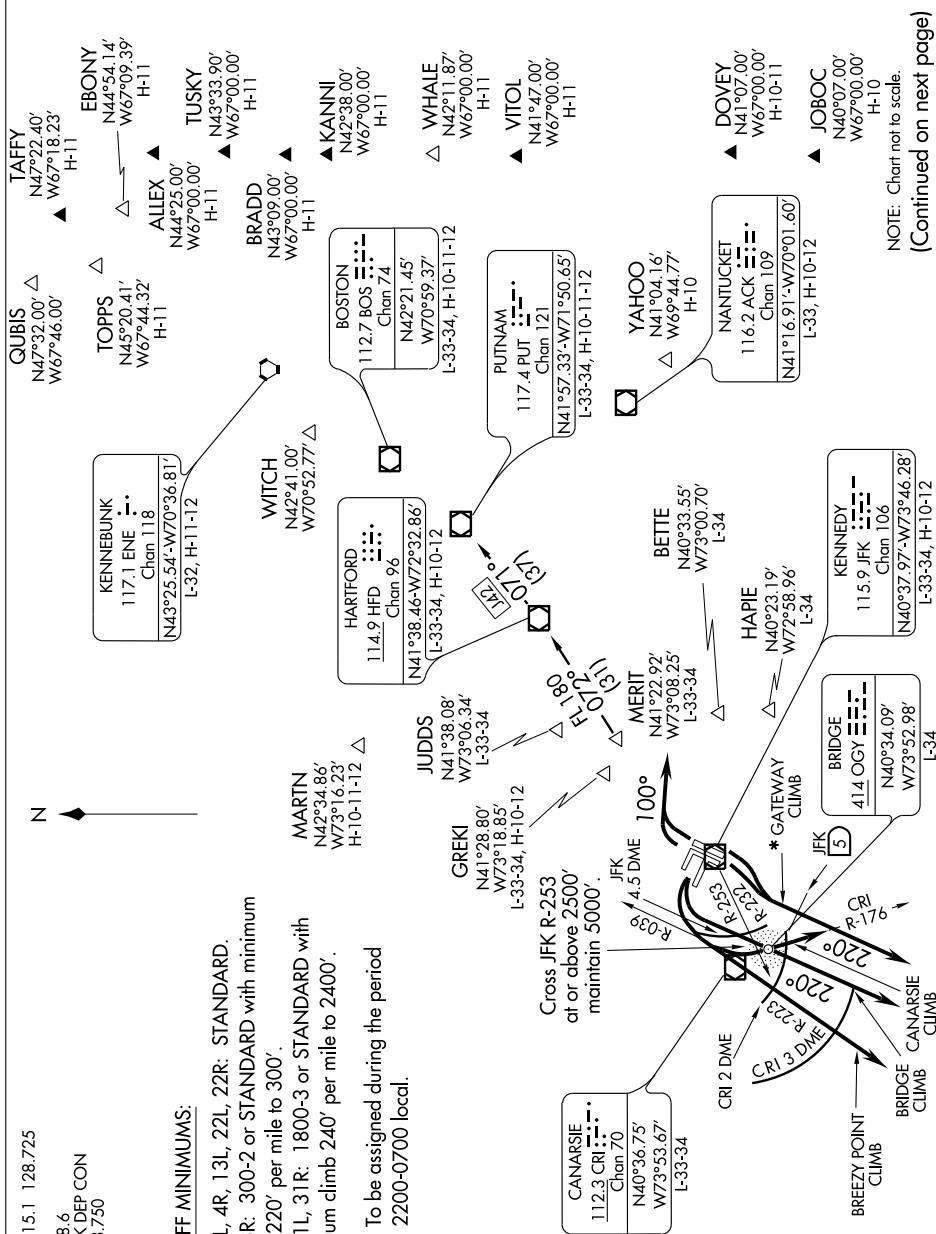
TAKEOFF MINIMUMS:

Rwys 4L, 4R, 13L, 22L, 22R: STANDARD.

Rwy 13R: 300-2 or STANDARD with minimum climb 220' per mile to 300'.

Rwys 31L, 31R: 1800-3 or STANDARD with minimum climb 240' per mile to 2400'.

*NOTE: To be assigned during the period 2200-0700 local.



NOTE: Chart not to scale.
(Continued on next page)

NE-2: 22 OCT 2009 to 19 NOV 2009

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet.

TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet.

TAKE-OFF RUNWAYS 22L/R: Climb runway heading, maintain 5,000 feet.

* GATEWAY CLIMB: Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet.

TAKE-OFF RUNWAYS 31L/R:

BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

PUTNAM TRANSITION (MERIT3.PUT): From over MERIT INT to HFD VOR/DME, then to PUT VOR/DME.

MERIT: Via radar vectors to MERIT direct HFD direct PUT. Expect clearance to filed altitude/flight level ten minutes after departure.

MERIT THREE: After PUT expect the following routes; aircraft proceeding:

1. TOPPS/EBONY - Expect direct.
2. ALLEX - Expect direct WITCH direct.
3. TUSKY and South - Expect direct BOS direct.

* NOTE: To be assigned during the period 2200-0700 local.

NOTE: RNAV equipped aircraft only.

NOTE: North American Route (NAR) aircraft only.

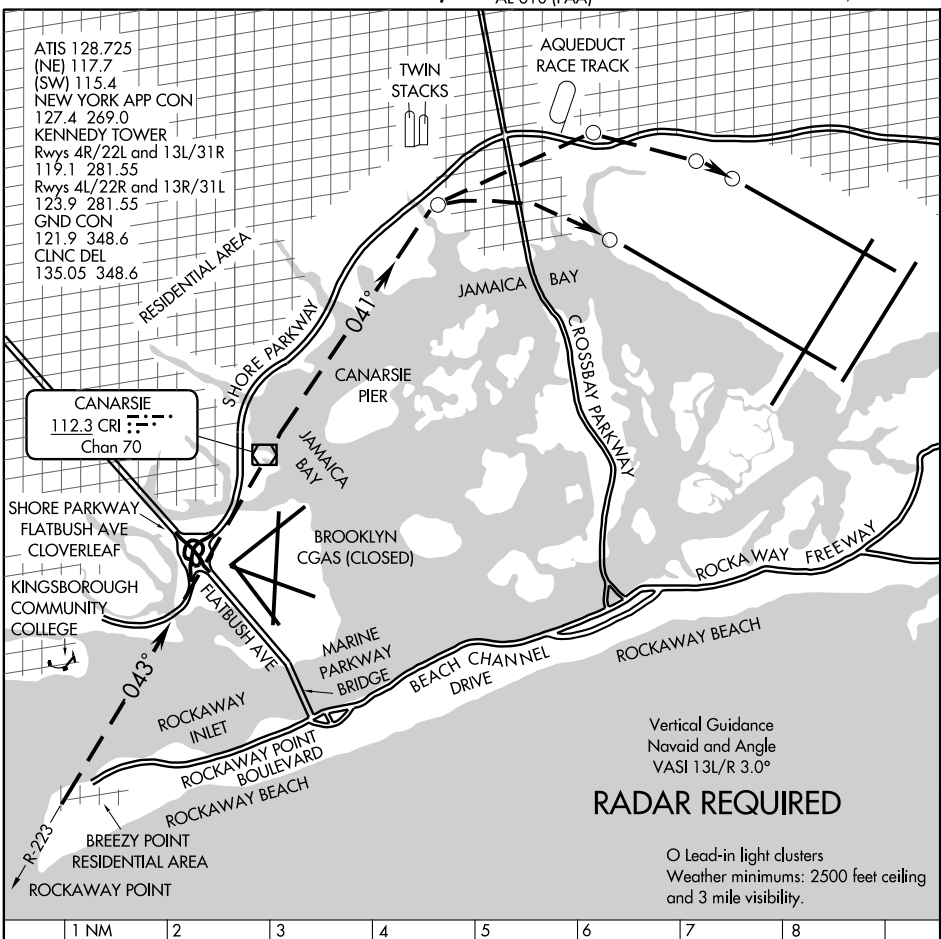
NOTE: Rwy 4L, 64' AGL taxiing aircraft 691' from departure end of rwy, 390' left or right of rwy centerline. Cross DER at or above 35' AGL/47' MSL.

Rwy 4R, cross DER at or above 21' AGL/33' MSL.

Rwy 13L, cross DER at or above 3' AGL/15' MSL.

Rwys 13R, 31L, 31R cross DER at or above 35' AGL/47' MSL.

PARKWAY VISUAL RWY 13L/R

 NEW YORK/ JOHN F. KENNEDY INTL (JFK)
 AL-610 (FAA) NEW YORK, NEW YORK


PARKWAY VISUAL RUNWAY 13L/R

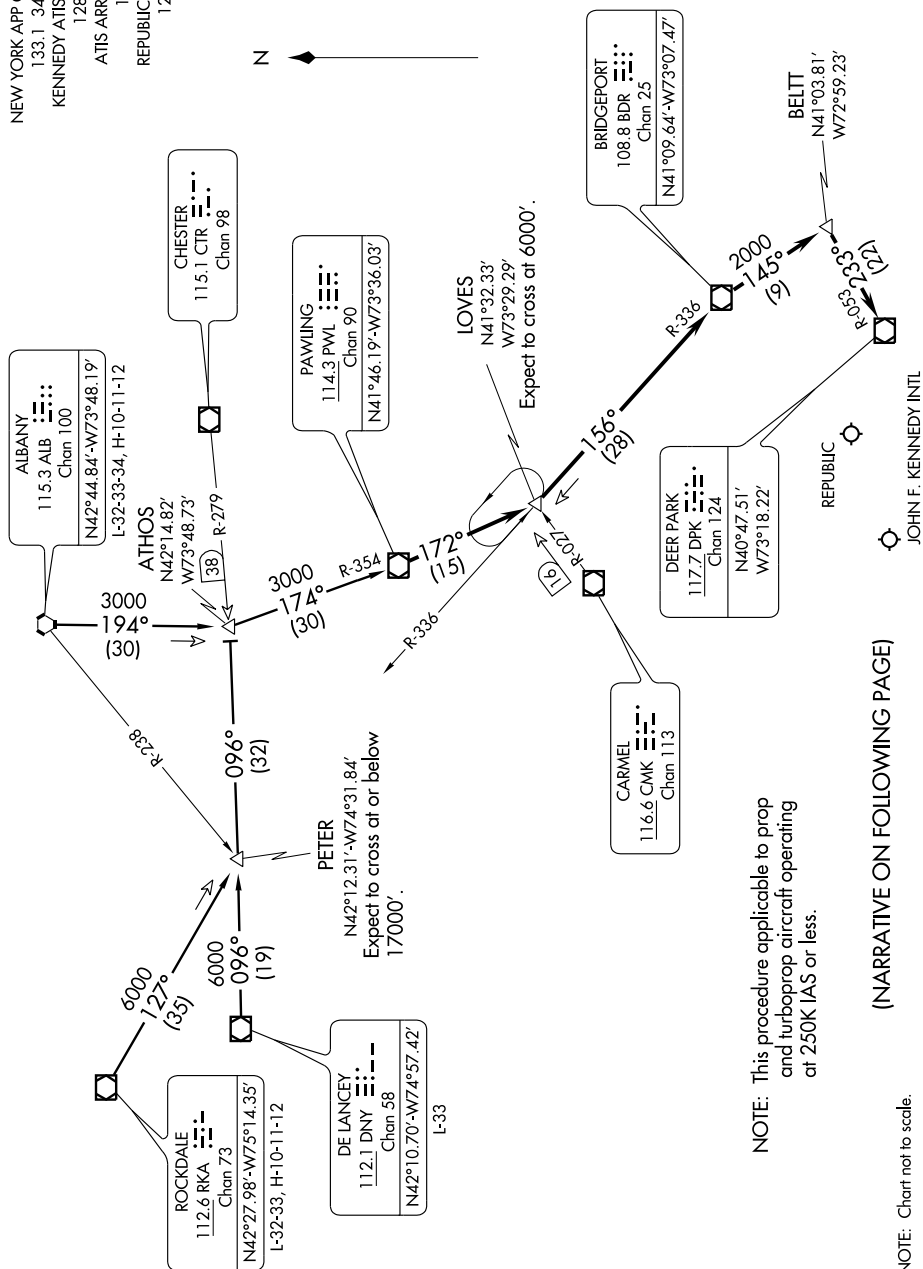
When cleared for Parkway Visual to Runway 13L/R maintain at or above 2000' until abeam Rockaway Point. Remain west of Rockaway Point, thence east of Kingsborough Community College. Remain east of the Shore Parkway. Cross Brooklyn Coast Guard Air Station at or above 1500'. Remain east of the Shore Parkway until Canarsie Pier.

Runway 13R continue descent between the Canarsie Pier and Twin Stacks.
 Runway 13L continue descent after passing the Twin Stacks.

PAWLING TWO ARRIVAL

NEW YORK, NEW YORK

NEW YORK APP CON
133.1 343.65
KENNEDY ATIS ARR
128.725
ATIS ARR (NE)
117.7
REPUBLIC ATIS
126.65



PAWLING TWO ARRIVAL (PWL.PWL2)

NEW YORK, NEW YORK

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.PWL2): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

DELANCEY TRANSITION (DNY.PWL2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME.

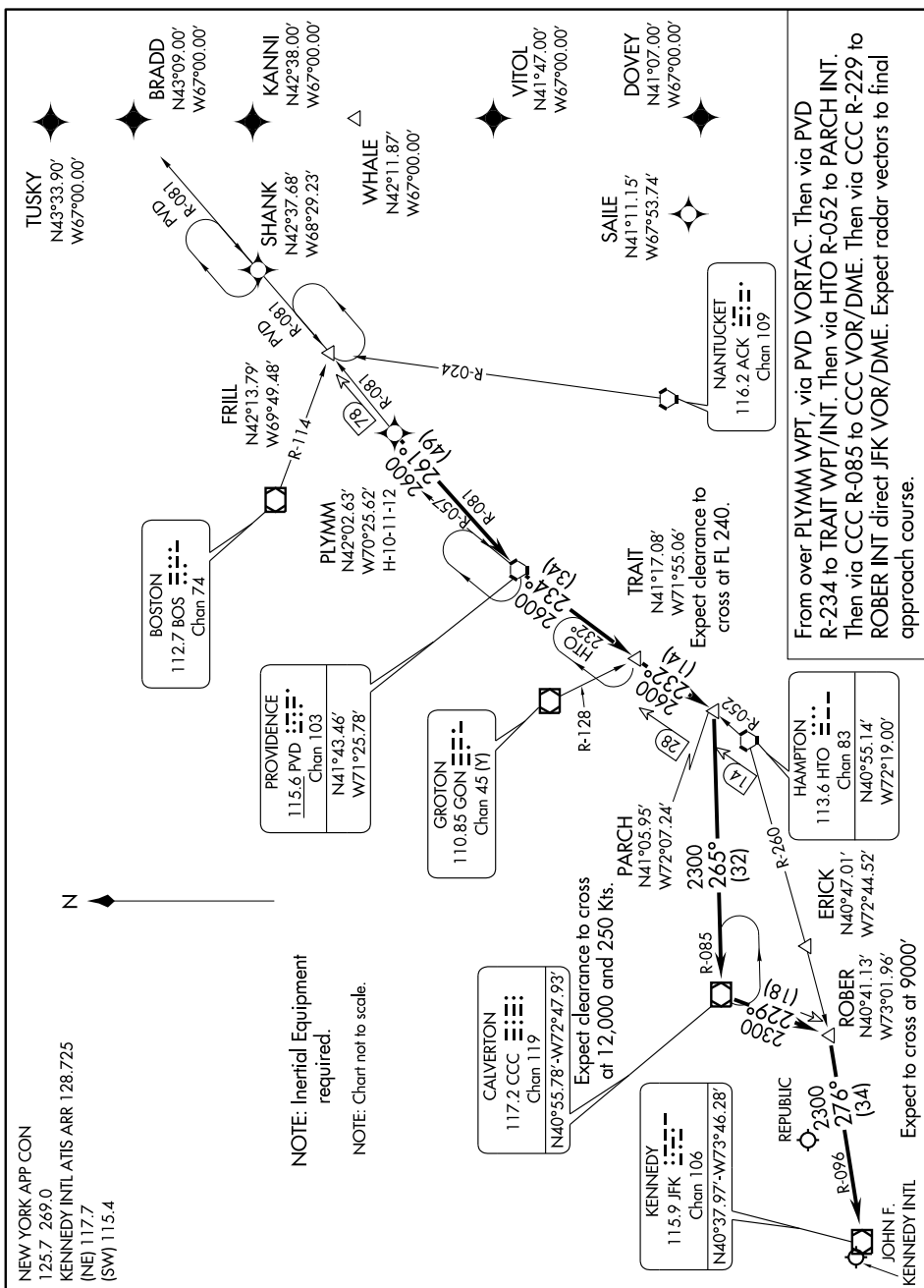
Thence. . . .

ROCKDALE TRANSITION (RKA.PWL2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to BDR VOR/DME. Then via BDR R-145 to BELTT INT (MEA 2000). Then via DPK R-053 to DPK VOR/DME.

PLYMOUTH FOUR ARRIVAL

NEW YORK, NEW YORK



WAAS CH 40019 W22B	APP CRS 225°	Rwy Idg TDZE Apt Elev	8655 13 13
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RNAV (GPS) RWY 22R

NEW YORK / JOHN F. KENNEDY INTL (JFK)

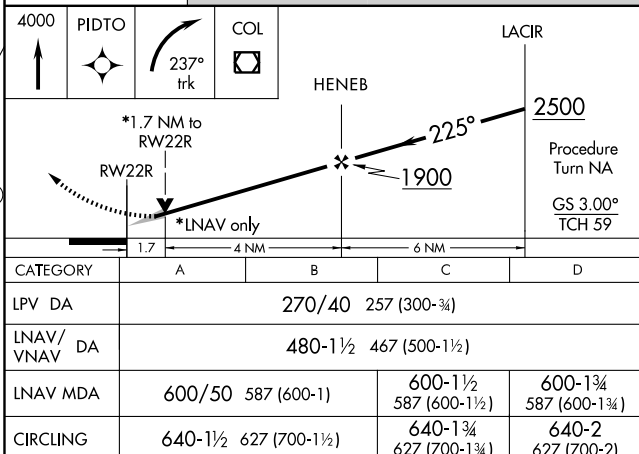
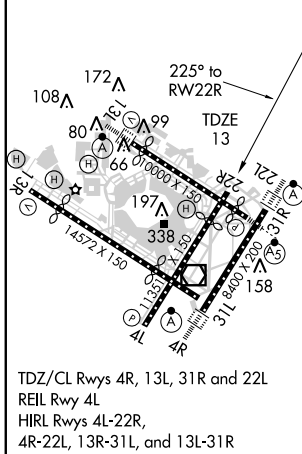
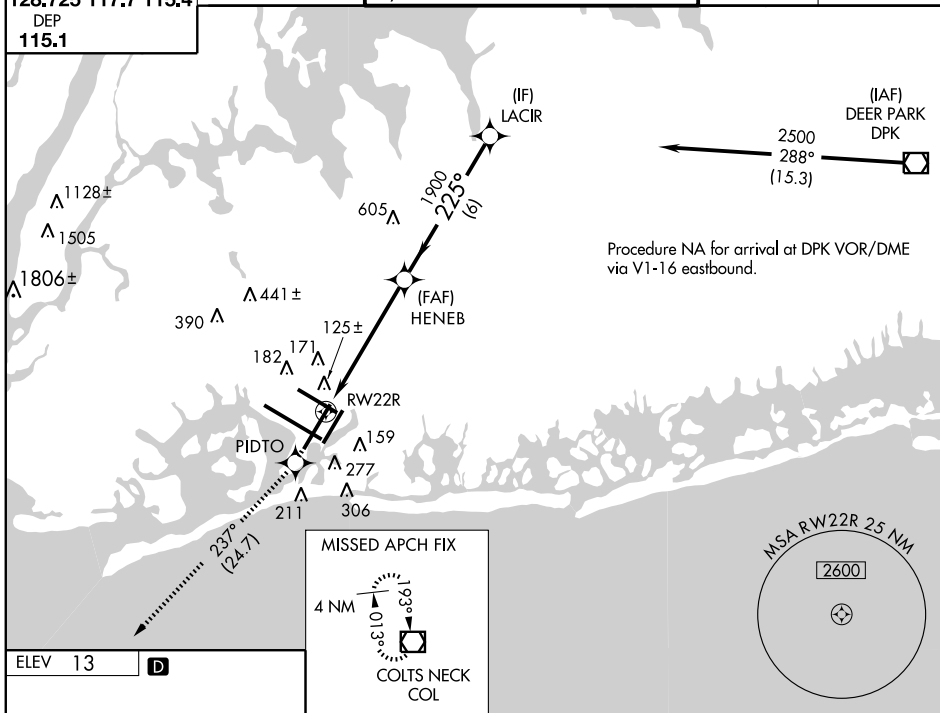


DME/DME RNP -0.3 NA.

Baro-VNAV NA below -15°C (5°F).

MISSED APPROACH: Climb to 4000 direct PIDTO and right turn via 237° track to COL VOR/DME and hold.

ATIS		NEW YORK APP CON		KENNEDY TOWER		GND CON		CLNC DEL	
ARR	(NE) (SW)			Rwys 4R/22L and 13L/31R	119.1 281.55				
128.725	117.7 115.4	127.4	269.0	Rwys 4L/22R and 13R/31L	123.9 281.55	121.9	348.6	135.05	348.6



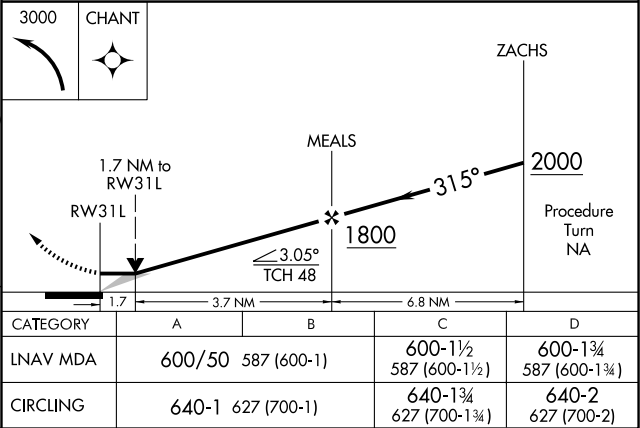
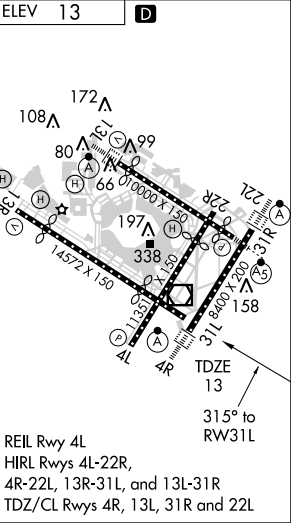
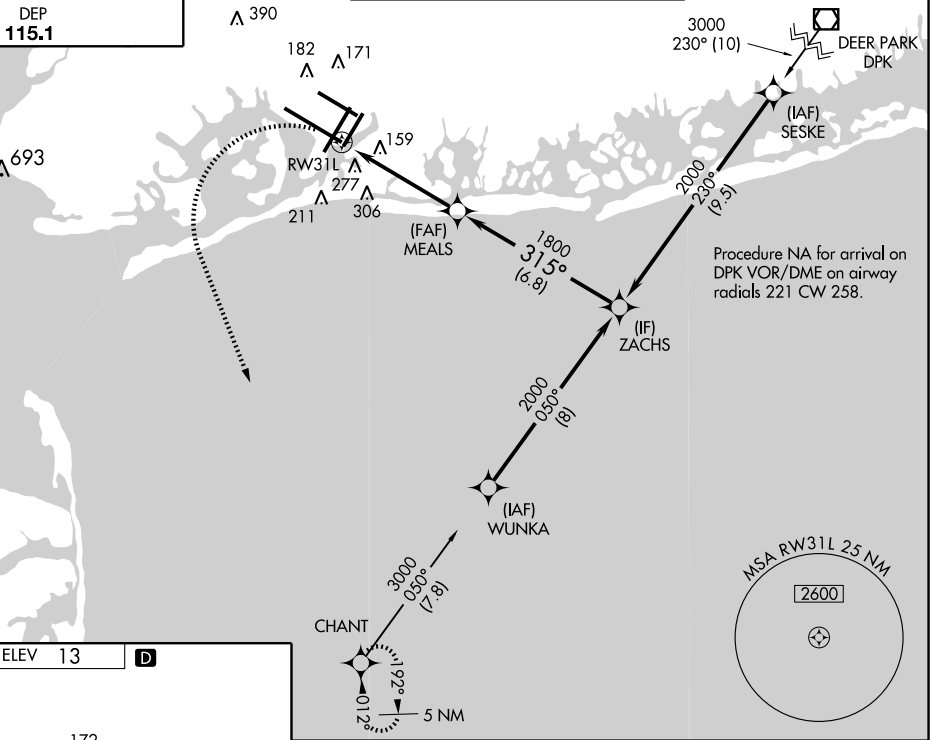
APP CRS	Rwy Idg	11248
315°	TDZE	13
	Apt Elev	13

RNAV (GPS) X RWY 31L

NEW YORK / JOHN F. KENNEDY INTL (JFK)

DME/DME RNP-0.3 NA.		MISSED APPROACH: Climbing left turn to 3000 direct CHANT and hold.	
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ATIS		NEW YORK APP CON		KENNEDY TOWER		GND CON		CLNC DEL	
ARR	(NE) (SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1 281.55	121.9	348.6	135.05	348.6
DEP				Rwys 4L/22R and 13R/31L	123.9 281.55				
115.1									



CATEGORY	A	B	C	D
LNNAV MDA	600/50	587 (600-1)	600-1½ 587 (600-1½)	600-1¾ 587 (600-1¾)
CIRCLING	640-1	627 (700-1)	640-1¾ 627 (700-1¾)	640-2 627 (700-2)

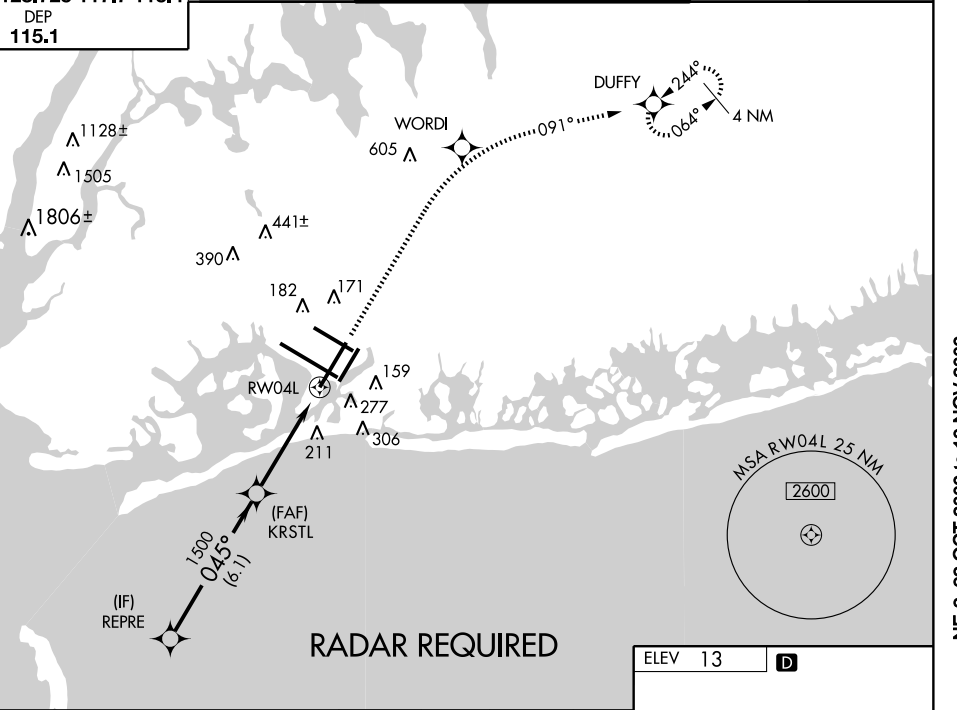
WAAS CH 77519 W04A	APP CRS 045°	Rwy Idg TDZE 12 Apt Elev 13	11351
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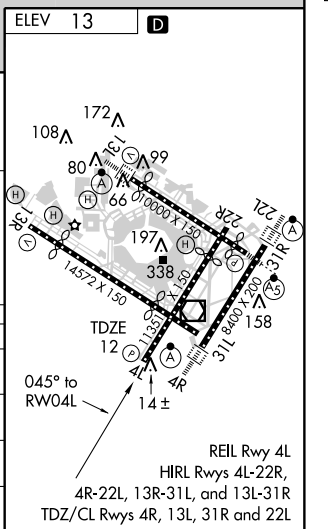
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 2000 direct WORDI then climbing right turn to 3000 via 091° track to DUFFY and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER		GND CON	CLNC DEL
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1 281.55	121.9 348.6	135.05 348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9 281.55		
DEP								
115.1								



REPRE		2000		WORDI		3000		DUFFY	
		2000		KRSTL		*1.5 NM to RW04L		RW04L	
GS 3.00° TCH 57		045°		1500		*LNAV only			
		6.1 NM		2.9 NM		1.5			
CATEGORY	A	B	C	D					
LPV DA	280/50 268 (300-1)								
LNAV/ VNAV DA	480-1½ 468 (500-1½)								
LNAV MDA	540/50 528 (600-1)			540-1½ 528 (600-1½)		540-1¾ 528 (600-1¾)			
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)		640-2 627 (700-2)				



WAAS CH 81819 W04B	APP CRS 045°	Rwy Idg 8400 TDZE 13 Apt Elev 13
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RNAV (GPS) Y RWY 4R

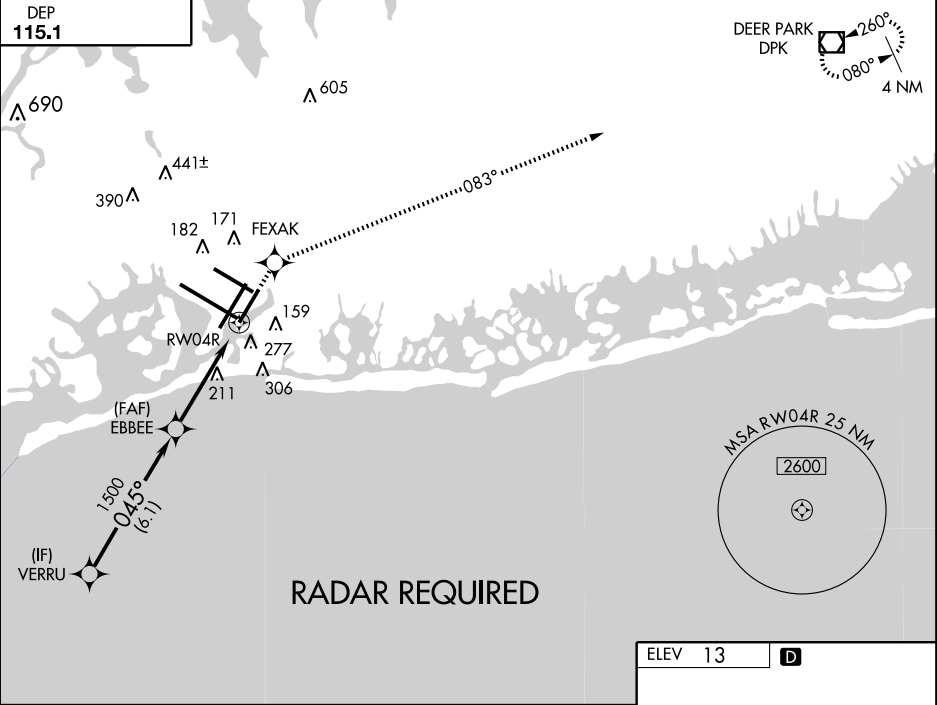
NEW YORK / JOHN F. KENNEDY INTL (JFK)

For inoperative ALSF-2, increase LPV all Cats visibility to RVR 4000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP 0.3 NA.

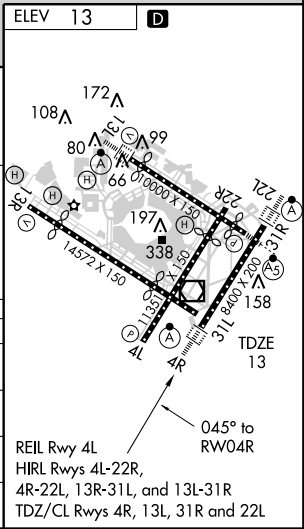
ALSF-2

MISSED APPROACH: Climb to 4000
direct FEXAK and right turn via 083°
track to DPK VOR/DME and hold.

ATIS ARR (NE) (SW) 128.725 117.7 115.4 DEP 115.1	NEW YORK APP CON 127.4 269.0	KENNEDY TOWER Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	GND CON 121.9 348.6	CLNC DEL 135.05 348.6
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	VERRU	EBBEE	4000	FEXAK	083° trk	DPK
	2000	1500				
	GS 3.00° TCH 53					
	6.1 NM	2.7 NM	1.7			
CATEGORY	A	B	C	D		
LPV DA		270/24	257 (300-½)			
LNAV/VNAV DA		520/60	507 (600-1¼)			
LNAV MDA	600/24	587 (600-½)	600/50 587 (600-1)	600/60 587 (600-1¼)		
CIRCLING	640-1	627 (700-1)	640-1¾ 627 (700-1¾)	640-2 627 (700-2)		



WAAS

CH 97318

W22A

APP CRS

225°

Rwy Idg

TDZE

Apt Elev

8400

13

13

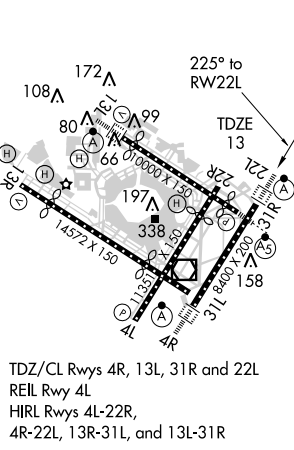
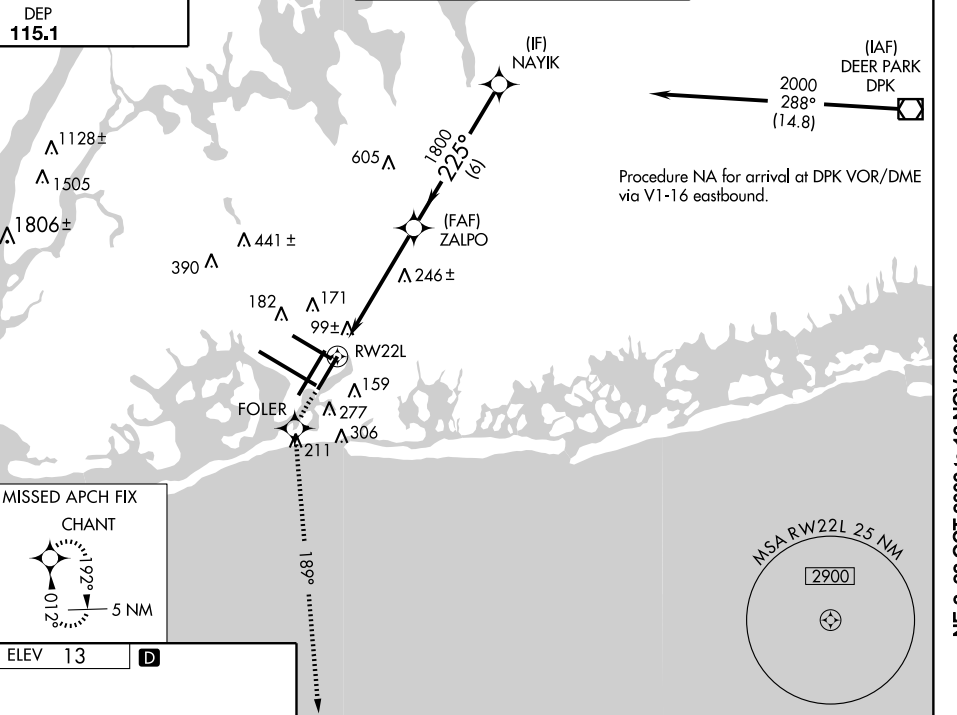
ALSIF-2

MISSED APPROACH: Climb to 3000

direct FOLER and via 189° track to

CHANT and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER		GND CON	CLNC DEL
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1 281.55	121.9 348.6	135.05 348.6
DEP					Rwys 4L/22R and 13R/31L	123.9 281.55		
115.1								



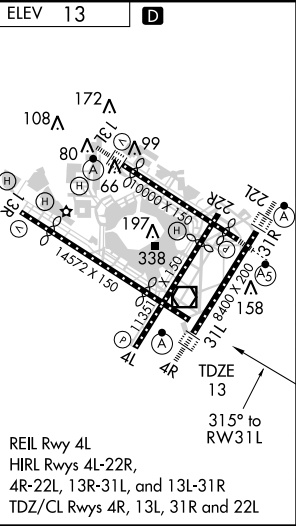
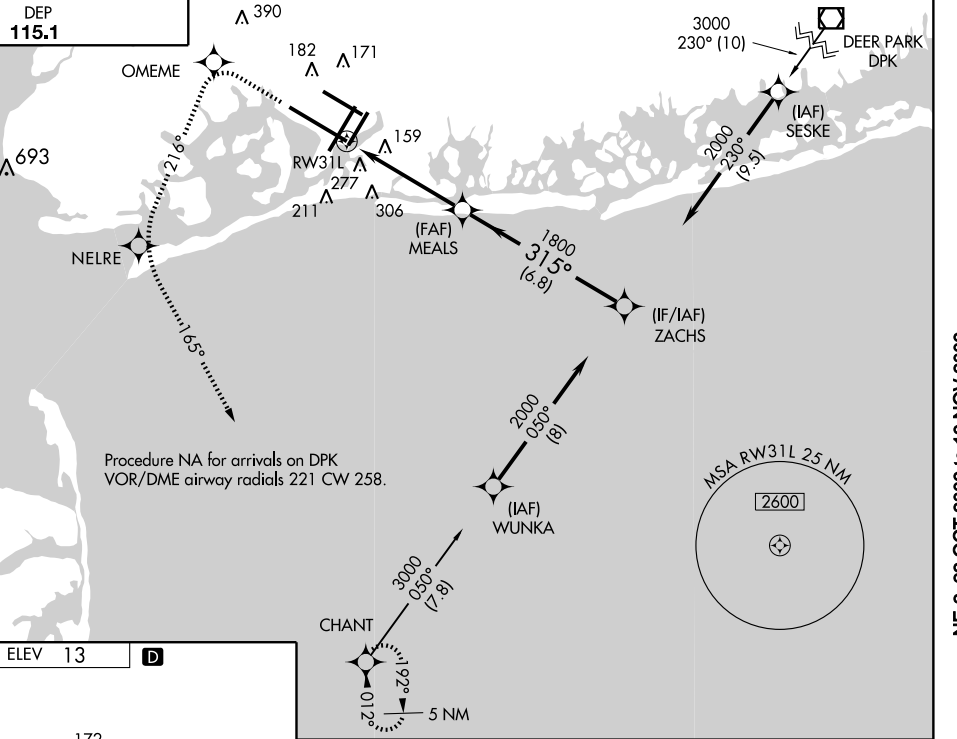
	3000	FOLER	CHANT	VGSI and RNAV glidepath not coincident.	NAYIK
			189° trk		2000
				ZALPO	Procedure Turn NA
					GS 3.00° TCH 53
CATEGORY	A	B	C	D	
LPV DA	270/24 257 (300-½)				
LNAV/VNAV DA	420/50 407 (500-1)				
LNAV MDA	560/24 547 (600-½)	560/50 547 (600-1)	560/60 547 (600-1½)		
CIRCLING	640-1 627 (700-1)	640-1¾ 627 (700-1¾)	640-2 627 (700-2)		

▼

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).
DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 2000 direct OMEME and left turn via 216° track to NELRE then climbing left turn to 3000 via 165° track to CHANT and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER		GND CON	CLNC DEL
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1 281.55	121.9 348.6	135.05 348.6
DEP					Rwys 4L/22R and 13R/31L	123.9 281.55		
128.725	117.7	115.4						
115.1								



2000	OMEME	216° trk	NELRE	3000	CHANT	ZACHS	2000
							Procedure Turn NA
*1.7 NM to RW31L		*1.7 NM to RW31L		*1.7 NM to RW31L		*1.7 NM to RW31L	
*LNAV only		*LNAV only		*LNAV only		*LNAV only	
1.7		3.7 NM		6.8 NM			
CATEGORY	A		B		C		D
LPV DA	270/40		257 (300-¾)				
LNAV/VNAV DA	600-2		587 (600-2)				
LNAV MDA	600/50		587 (600-1)		600-1½ 587 (600-1½)		600-1¾ 587 (600-1¾)
CIRCLING	640-1		627 (700-1)		640-1¾ 627 (700-1¾)		640-2 627 (700-2)

NE-2, 22 OCT 2009 to 19 NOV 2009

▲

For inoperative MALSR, increase LPV all Cats visibility to RVR 5000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.
Minimum altitude at CATOD 2000 when authorized by ATC.

MALSR

MISSED APPROACH: Climb to 2000 direct
AVIME then climbing left turn to 4000 via
219° track to COL VOR/DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER		GND CON	CLNC DEL
ARR	(NE)	(SW)			Rwys 4R/22L and 13L/31R	119.1 281.55		
128.725	117.7	115.4	127.4	269.0	Rwys 4L/22R and 13R/31L	123.9 281.55	121.9 348.6	135.05 348.6
DEP								
115.1								

CATEGORY	A	B	C	D
LPV DA	270/24 257 (300-½)			
LNAV/VNAV DA	420/50 407 (500-1)			
LNAV MDA	580/24 567 (600-½)		580/50 567 (600-1)	580/60 567 (600-1¼)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

ELEV 13

D

TDZ/CL Rwys 4R, 13L, 31R and 22L
REIL Rwy 4L
HIRL Rwys 4L-22R,
4R-22L, 13R-31L, and 13L-31R

NE-2, 22 OCT 2009 to 19 NOV 2009

RNAV (RNP) Z RWY 4L

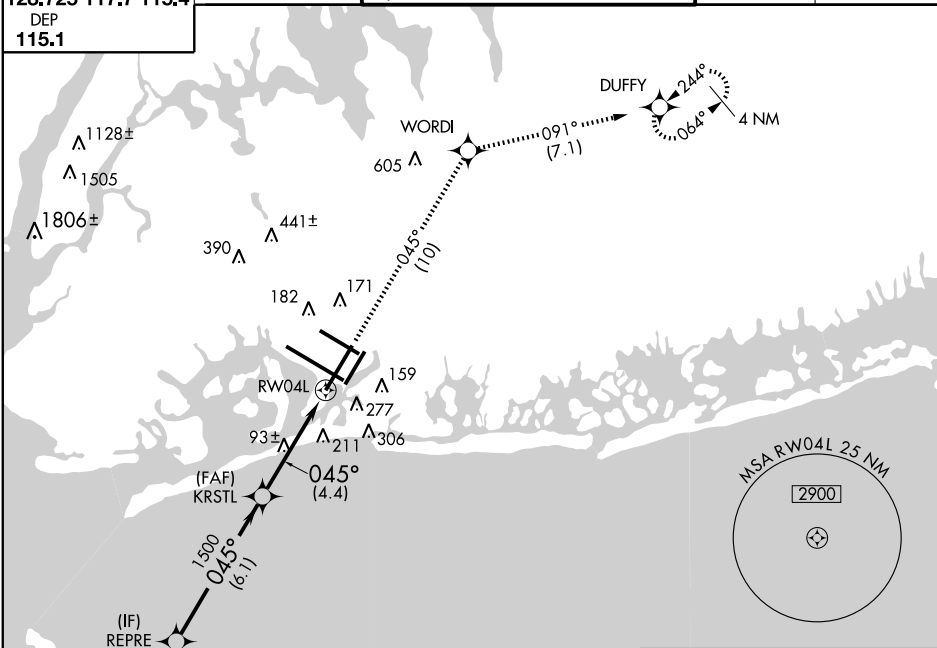
NEW YORK / JOHN F. KENNEDY INTL (JFK)

APP CRS	Rwy Idg	11351
045°	TDZE	12
	Apt Elev	13

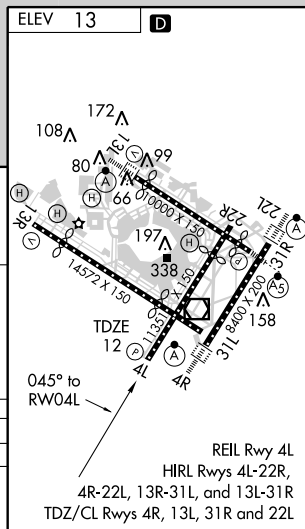
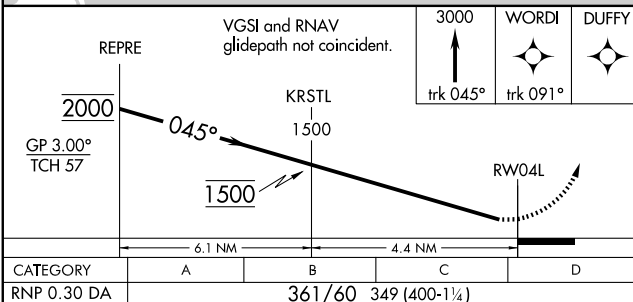
NA GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 48°C (118°F). Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 via 045° track to WORDI and via 091° track to DUFFY and hold.

ARR	ATIS (NE) (SW)	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
128.725	117.7	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	121.9 348.6	135.05 348.6
DEP 115.1					



RADAR REQUIRED



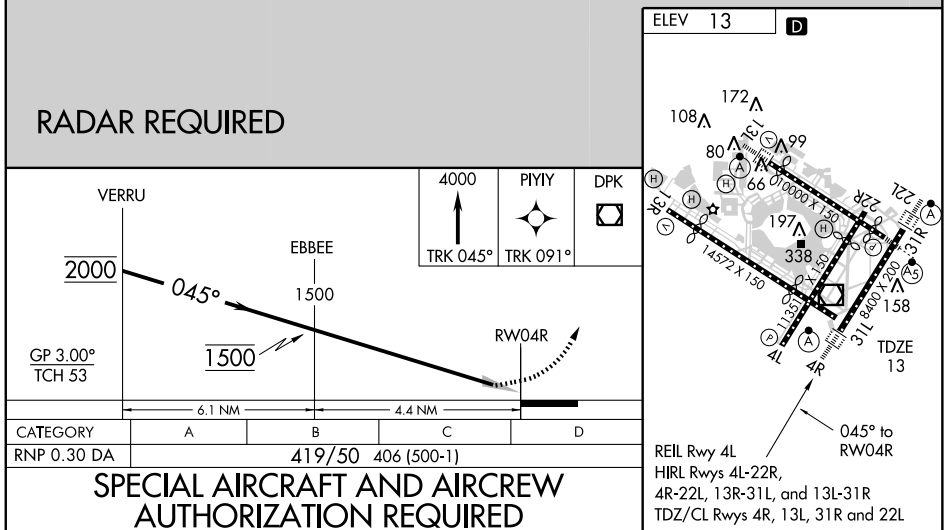
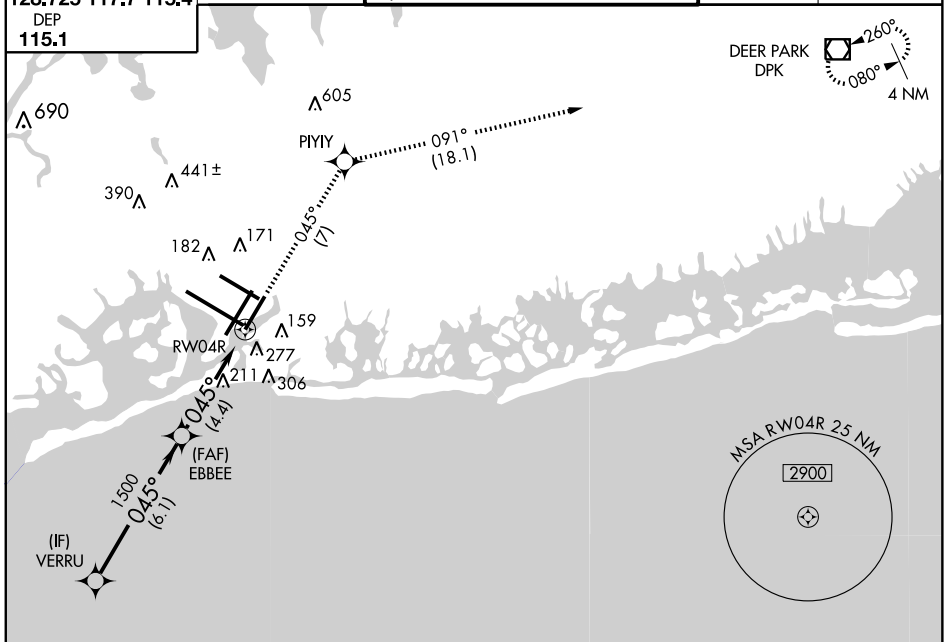
**SPECIAL AIRCRAFT AND AIRCREW
AUTHORIZATION REQUIRED**

RNAV (RNP) Z RWY 4R

NEW YORK / JOHN F. KENNEDY INTL (JFK)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 48°C (118°F).	ALSF-2	MISSED APPROACH: Climb to 4000 via 045° track to PIYIY and via 091° track to DPK VOR/DME and hold.
NA For inoperative ALSF-2, increase RNP 0.30 DA all Cats visibility to 1½.		

ARR	ATIS (NE) (SW)	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
128.725	117.7	127.4	Rwys 4R/22L and 13L/31R 119.1	121.9	135.05
115.1	115.4	269.0	Rwys 4L/22R and 13R/31L 123.9	348.6	348.6



RNAV (RNP) Z RWY 22L
NEW YORK / JOHN F. KENNEDY INTL (JFK)

ALSF-2

MISSED APPROACH: Climb to 3000 via 225° track to WEPLA and via 178° track to CHANT and hold.

NEW YORK APP CON

107.4 260.0

KENNEDY TOWER

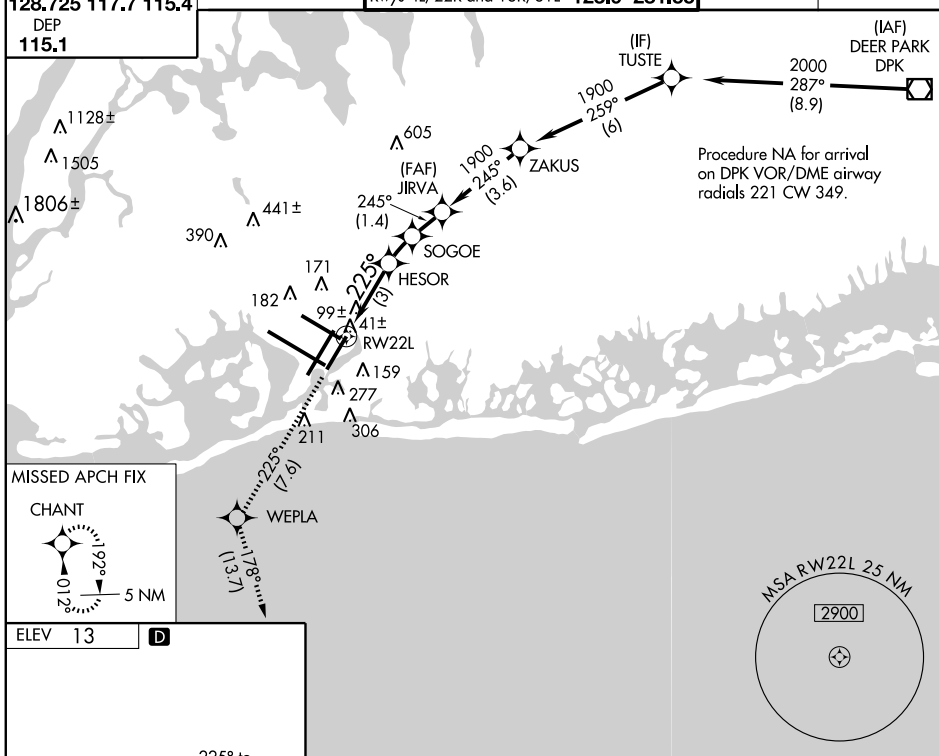
Rwys 4R/22L and 13L/31R	119.1	281.55
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GND CON

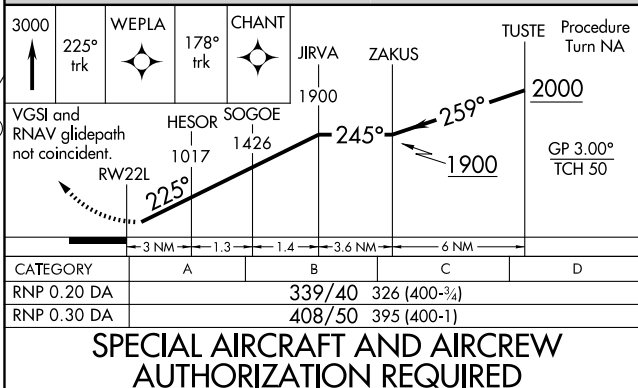
101 0 348 6

CINC DEI

125 OF 348 6



TDZ/CL Rwy 4R, 13L, 31R and 22L
 REIL Rwy 4L
 HIRL Rwy 4L-22R,
 4R-22L, 13R-31L, and 13L-31R



NE-2: 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	11248
315°	TDZE	13
	Apt Elev	13

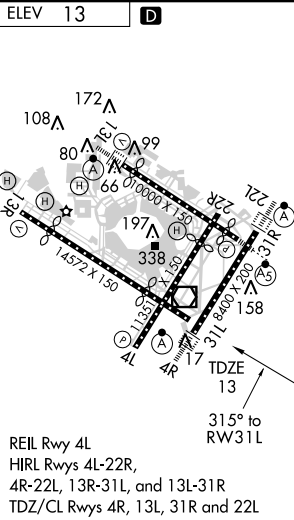
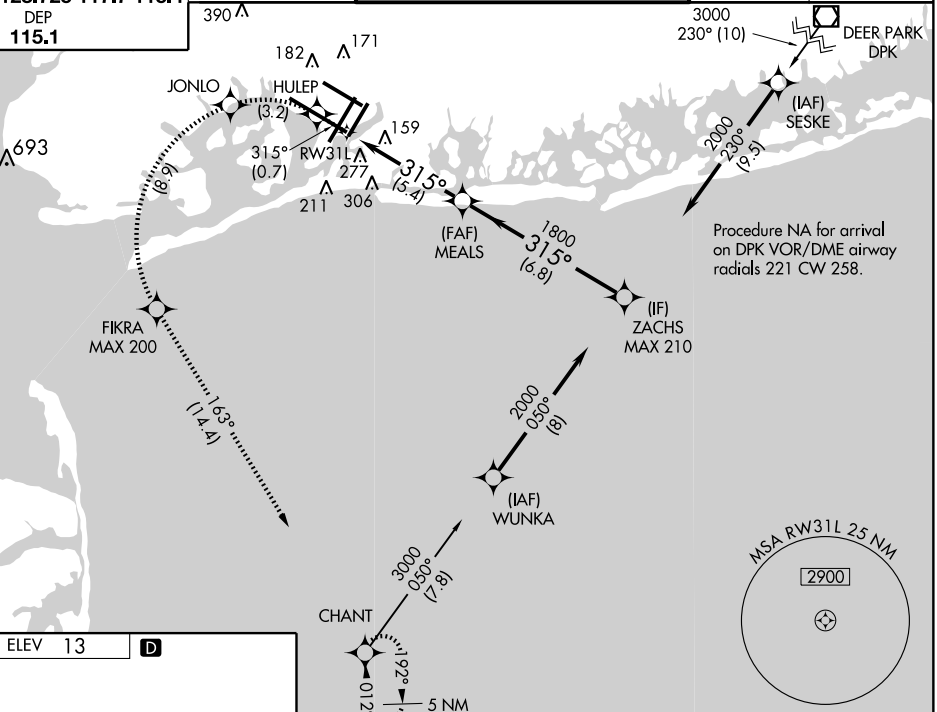
RNAV (RNP) Z RWY 31L

NEW YORK / JOHN F. KENNEDY INTL (JFK)

NA For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 49°C (120°F). Missed approach requires RNP less than 1.0. *RNP 0.30 missed approach requires minimum climb of 463' per NM to 700. RF and GPS Required.

MISSED APPROACH: (Do not exceed 200 KIAS until FIKRA) Climb to 3000 via 315° track to HULEP, and via left turn to JONLO, and via left turn to FIKRA, and via 163° track to CHANT and hold.

ARR	ATIS (NE) (SW)	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
128.725	117.7 115.4	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	121.9 348.6	135.05 348.6



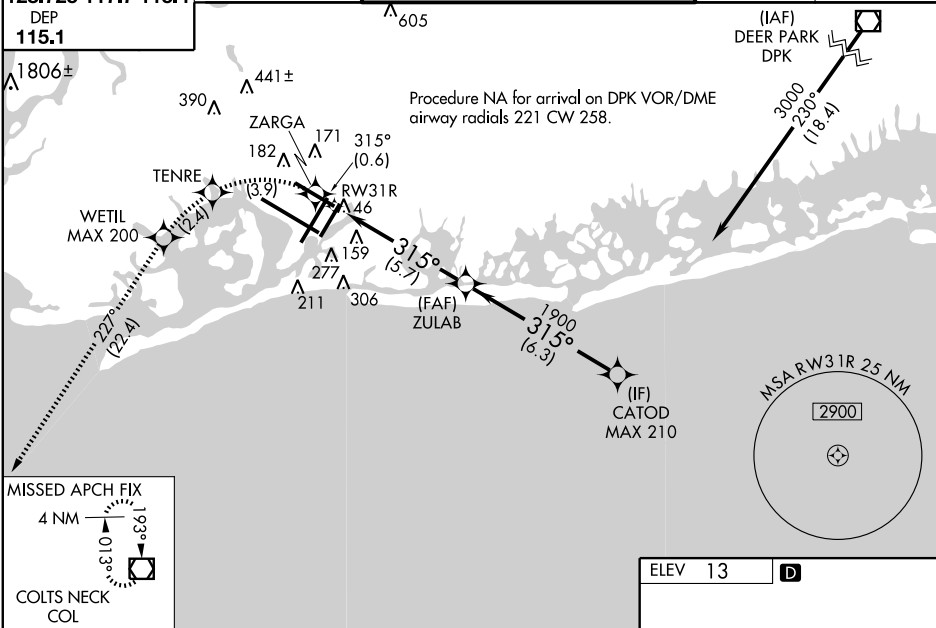
3000	HULEP	JONLO	FIKRA	CHANT	Procedure Turn NA
315° trk			163° trk		
ZACHS					2000
MEALS 1800					GP 3.00° TCH 46
RW31L					
5.4 NM					6.8 NM
CATEGORY	A	B	C	D	
RNP 0.30*	316/50 303 (400-1)				
RNP 0.30	455-1½ 442 (500-1½)				
SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED					

RNAV (RNP) Z RWY 31R
NEW YORK / JOHN F. KENNEDY INTL (JFK)

MALSR

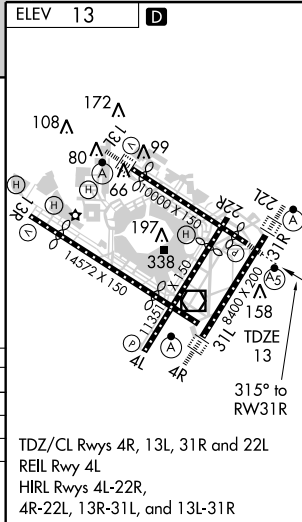


MISSED APPROACH: (Do not exceed 200 KIAS until WETIL) Climb to 4000 via 315° track to ZARGA and via left turn to TENRE and via left turn to WETIL and via 227° track to COL VOR/DME and hold.

[illegible]

The diagram illustrates the ship's position relative to the CATOD station. It features a heading scale at the top with symbols for 4000, ZARGA, TENRE, WETIL, COL, and Procedure Turn NA. A vertical line represents the ship's track, with a bearing of 315° trk indicated. The CATOD station is located at a distance of 6.3 NM from the ship's current position. The ship's position is marked as RW31R. The diagram also shows the ship's heading (315° trk) and the CATOD station's heading (000°).

**SPECIAL AIRCRAFT AND AIRCREW
AUTHORIZATION REQUIRED**



SEAVIEW TWO DEPARTURE

SL-610 (FAA)

NEW YORK, NEW YORK

ATIS DEP 115.1 128.725
CLNC DEL
135.05 348.6
NEW YORK DEP CON
135.9 353.750

GAYEL
N41°24.40'
W74°21.43'
L-33-34, H-10-12

HAAYS
N41°19.20'
W74°28.03'
L-33-34

NEION
N41°13.69'
W74°34.85'
L-33-34, H-10-12

COATE
N41°08.17'
W74°41.71'
L-33-34, H-10-12

ELIOT
N40°49.11'
W75°07.81'
L-33-34, H-10-12

PARKE
N40°40.99'
W75°04.59'
L-33-34, H-10-12

LANNA
N40°33.58'
W75°01.66'
L-33-34, H-10-12

BIGGY
N40°25.18'
W74°58.36'
L-33-34, H-10-12

YARDLEY
108.2 ARD
Chan 19
N40°15.20'-W74°54.46'
L-34, H-10-12

ROBBINSVILLE
113.8 RBV
Chan 85
N40°12.14'-W74°29.70'
L-34, H-10-12

SOLBERG
112.9 SBJ
Chan 76
N40°34.98'-W74°44.51'
L-33-34, H-10-12

CANARSIE
112.3 CRI
Chan 70
N40°36.75'
W73°53.67'
L-33-34

SPARTA
115.7 SAX
Chan 104
N41°04.05'-W74°32.30'
L-33-34, H-10-12

LA GUARDIA
113.1 LGA
Chan 78
N40°47.02'
W73°52.14'
L-33-34, H-10-12

DEER PARK
117.7 DPK
Chan 124
N40°47.51'-W73°18.22'
L-33-34, H-10-12

KENNEDY
115.9 JFK
Chan 106
N40°37.97'-W73°46.28'
L-33-34, H-10-12

SHIPP
N40°19.77'
W73°14.84'
L-34

BRIDGE
414 OGY
N40°34.09'
W73°52.98'
L-34

SEIFF
JFK (55)
N40°04.61'
W72°49.06'
H-10

WHITE
N40°00.41'
W74°15.08'
L-34, H-10-12

TAKEOFF MINIMUMS:

Rwys 4L, 4R, 13L, 22L, 22R: STANDARD.
Rwy 13R: 300-2 or STANDARD with minimum
climb 220' per mile to 300'.
Rwys 31L, 31R: 1800-3 or STANDARD with
minimum climb 240' per mile to 2400'.

(Continued on next page)

NOTE: Chart not to scale.

SEAVIEW TWO DEPARTURE

SL-610 (FAA)

NEW YORK, NEW YORK

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet. Thence....

TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet. Thence....

TAKE-OFF RUNWAYS 22L/R: Climb on runway heading, maintain 5,000 feet. Thence....

GATEWAY CLIMB: *Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet. Thence....

TAKE-OFF RUNWAYS 31L/R:

BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet. Thence....

BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME), cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet. Thence....

CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet. Thence....

....Via vectors to the JFK R-139 to SEIFF DME fix, then turn right proceed direct to the JFK VOR/DME. Expect vectors to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

*To be assigned during the period 2200-0700 local.

NOTE: RNAV equipped aircraft only.

NOTE: This procedure requires overwater flight not to exceed 50 miles.

NOTE: Departure procedure to be used when assigned by ATC only.

NOTE: COATE departures except vectors to SAX VORTAC or SAX R-311.

NOTE: Rwy 4L, 64' AGL taxiing aircraft 691' from departure end of rwy, 390' left or right of rwy centerline. Cross DER at or above 35' AGL/47' MSL.

Rwy 4R, cross DER at or above 21' AGL/33' MSL.

Rwy 13L, cross DER at or above 3' AGL/15' MSL.

Rwys 13R, 31L, 31R cross DER at or above 35' AGL/47' MSL.

SKORR ONE DEPARTURE (RNAV)

SL-610 (FAA)

NEW YORK, NEW YORK

ATIS DEP
115.1 128.725
CLNC DEL
135.05 348.6
NEW YORK DEP CON
135.9 353.750

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.

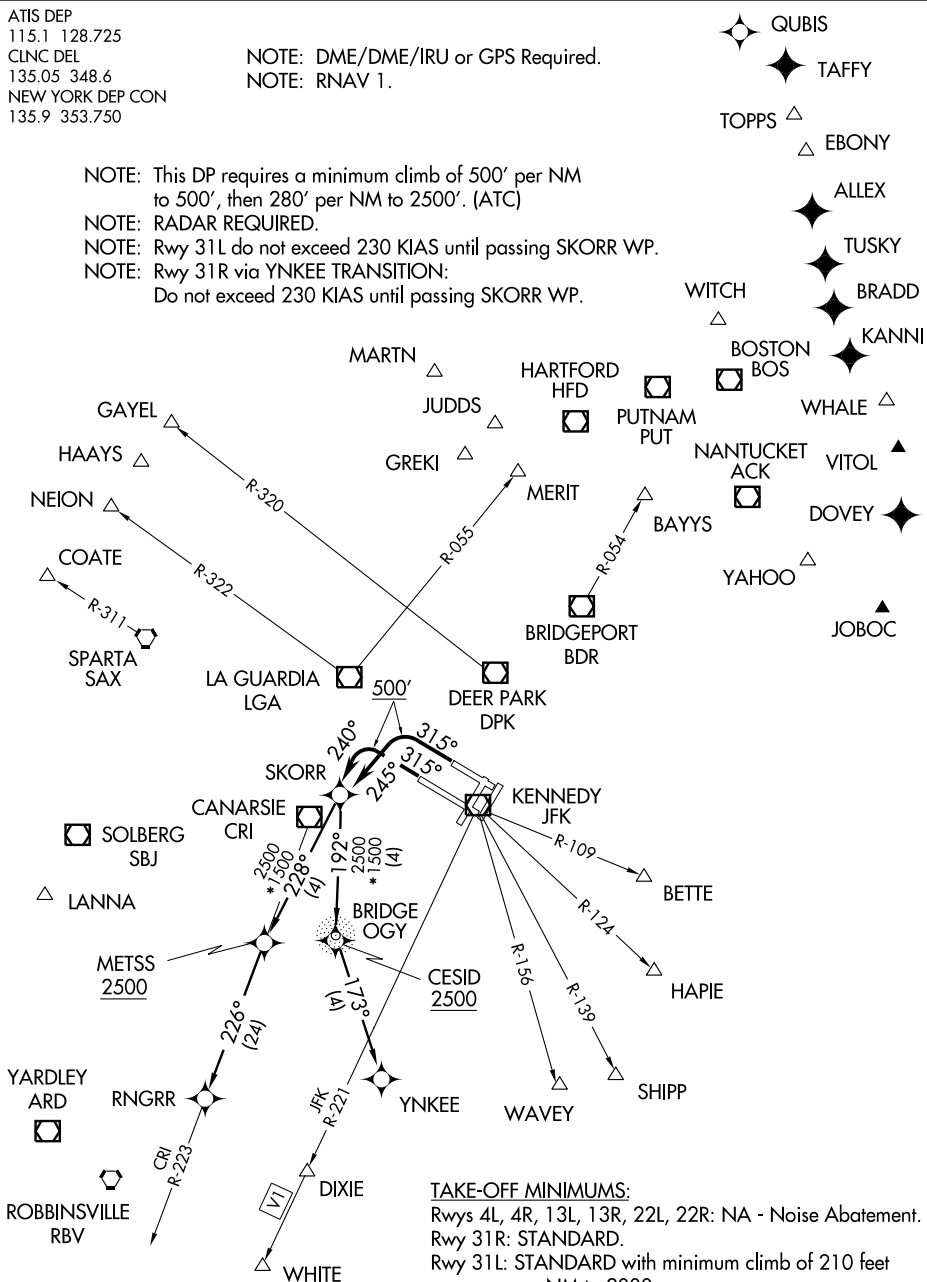
NOTE: This DP requires a minimum climb of 500' per NM to 500', then 280' per NM to 2500'. (ATC)

NOTE: RADAR REQUIRED.

NOTE: Rwy 31L do not exceed 230 KIAS until passing SKORR WP.

NOTE: Rwy 31R via YNKEE TRANSITION:

Do not exceed 230 KIAS until passing SKORR WP.



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:

Rwys 4L, 4R, 13L, 13R, 22L, 22R: NA - Noise Abatement.

Rwy 31R: STANDARD.

Rwy 31L: STANDARD with minimum climb of 210 feet per NM to 2000.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 31R: Climb via 315° heading to at or above 500 feet, then via 245° course to SKORR WP. Thence

TAKE-OFF RUNWAY 31L: Climb via 315° heading to at or above 500 feet, then via 240° course to SKORR WP. Thence

. . . . Maintain 5000 feet. Expect clearance to filed altitude/flight level ten minutes after departure.

RNGRR TRANSITION (SKORR1.RNGRR): Cross METSS WP at or above 2500'.

YNKEE TRANSITION (SKORR1.YNKEE): Cross CESID WP at or above 2500'.

TAKE-OFF OBSTACLES

Rwy 31L: Tree 2,075 feet from DER, 435 feet left of centerline, 79' AGL/91' MSL. Bush 256 feet from DER, 529 feet left of centerline, 13' AGL/25' MSL. Terrain 381 feet left of DER, 0' AGL/14' MSL.

Rwy 31R: Approach light 189 feet from DER, 8 feet right of centerline, 5' AGL/18' MSL. Light pole 713 feet from DER, 14 feet left of centerline, 18' AGL/31' MSL. Multiple fence and light poles from 409 feet to 624 feet from DER, right of centerline from 10' AGL/23' MSL to 30' AGL/43' MSL. Multiple light poles and tree 281 feet to 1,641 feet from DER, left of centerline from 13' AGL/26' MSL to 54' AGL/67' MSL.

NOTE: North American routes via...

...BETTE expect radar vectors to BETTE direct ACK VOR/DME.

...GREKI expect radar vectors to GREKI direct JUDDS direct MARTN.

...HAPIE expect radar vectors to HAPIE direct YAHOO.

...MERIT expect radar vectors to MERIT direct HFD VOR/DME then direct PUT VOR/DME then...

...TOPPS or EBONY expect direct.

...ALLEX via direct WITCH direct.

...TUSKY and SOUTH expect direct BOS VOR/DME direct.

VOR/DME JFK 115.9 Chan 106	APP CRS 232°	Rwy Idg 8400 TDZE 13 Apt Elev 13
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VOR/DME RWY 22L
NEW YORK / JOHN F. KENNEDY INTL (JFK)

ALSF-2



MISSED APPROACH: Climbing left turn to 3000 via JFK R-190 to CHANT Int/19 DME and hold.

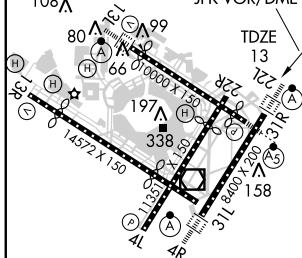
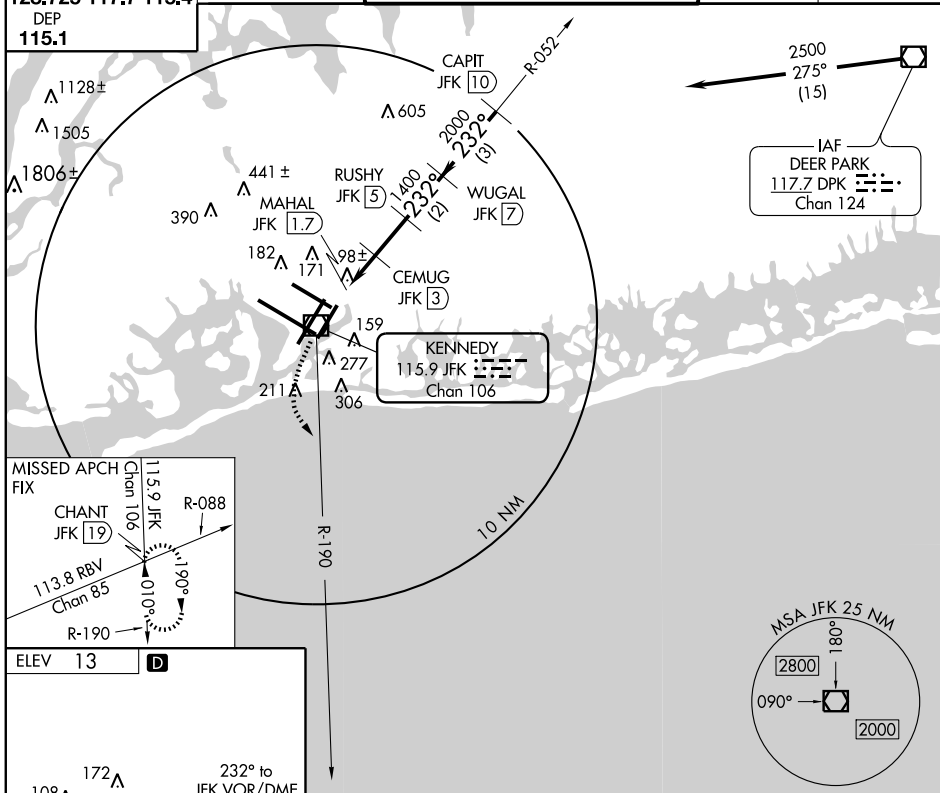
	ATIS	
ARR	(NE)	(SW)
128.725	117.7	115.4
DEP		
115.1		

NEW YORK APP CON
127.4 269.0

KENNEDY TOWER			
Rwys 4R/22L and 13L/31R	119.1	281.55	
Rwys 4L/22R and 13R/31L	123.9	281.55	

GND CON
21.9 348.

CLNC DEL
35.05 348.6



3000

JFK R-190 115.9

CHANT INT

CEMUG JFK (3)

JFK (2.4)

MAHAL JFK (1.7)

VOR/DME

WUGAL JFK (7)

RUSHY JFK (5)

CAPIT JFK (10)

232°

2500

1400

2000

600

3.14°

TCH 69

Procedure Turn NA

CATEGORY	A	B	C	D
S-22L	440/24 427 (500-½)		440/40 427 (500-¾)	440/50 427 (500-1)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

REIL Rwy 4L
HIRL Rwy 4L-22R
4R-22L, 13R-31L, and 13L-31R
TDZ/CL Rwy 4R, 13L, 31R and 22L

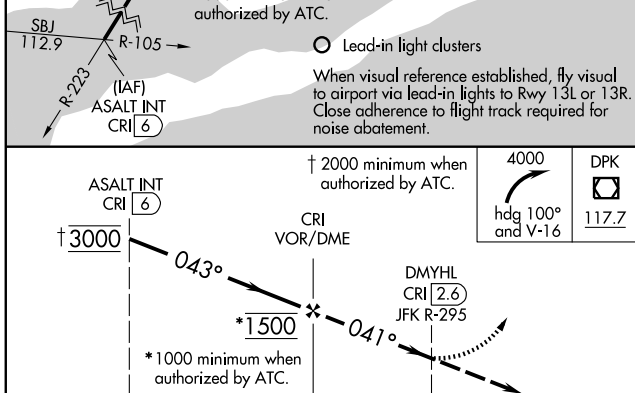
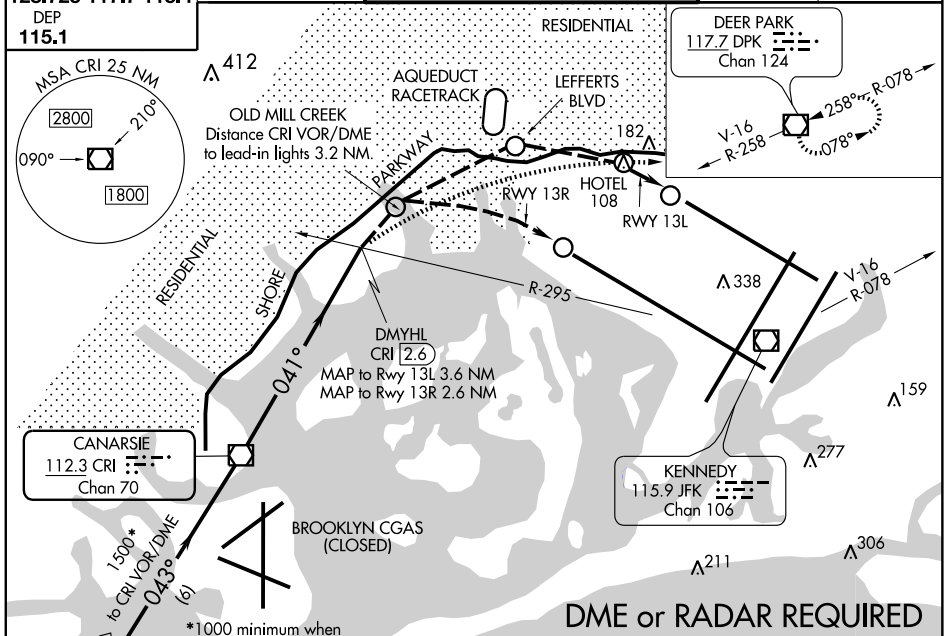
VOR/DME CRI	APP CRS	Rwy Idg	13R	11966
112.3	041°	13L	9095	
Chan 70		TDZE	13	
		Apt Elev	13	

VOR or GPS RWY 13L/13R

NEW YORK / JOHN F. KENNEDY INTL (JFK)

<p>▼</p> <p>▲</p> <p>For inoperative LDIN, procedure not authorized.</p>	<p>Rwy 13L</p> <p>ALS-F-2</p> <p>▲</p>	<p>MISSED APPROACH: At or beyond MAP, climbing right turn to 4000 via heading 100° and V-16 to DPK VOR/DME and hold.</p>
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<p>ARR</p> <p>ATIS (NE) (SW)</p> <p>DEP</p> <p>115.1</p>	<p>NEW YORK APP CON</p> <p>127.4 269.0</p>	<p>KENNEDY TOWER</p> <p>Rwys 4R/22L and 13L/31R 119.1 281.55</p> <p>Rwys 4L/22R and 13R/31L 123.9 281.55</p>	<p>GND CON</p> <p>121.9 348.6</p>	<p>CLNC DEL</p> <p>135.05 348.6</p>
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CATEGORY	A	B	C	D
LDIN-13L	800-2 787 (800-2)		800-2 1/4 787 (800-2 1/4)	800-2 1/2 787 (800-2 1/2)
LDIN-13R	800-2 787 (800-2)		800-2 1/4 787 (800-2 1/4)	800-2 1/2 787 (800-2 1/2)

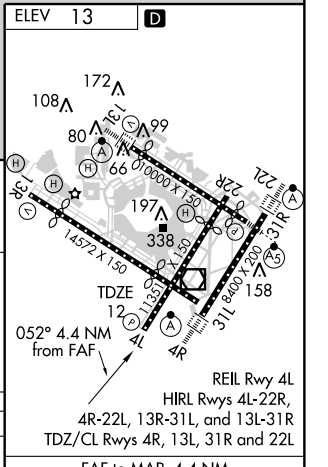
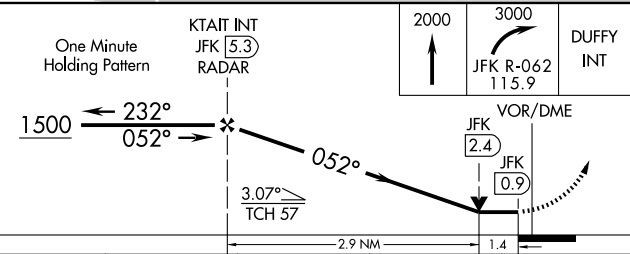
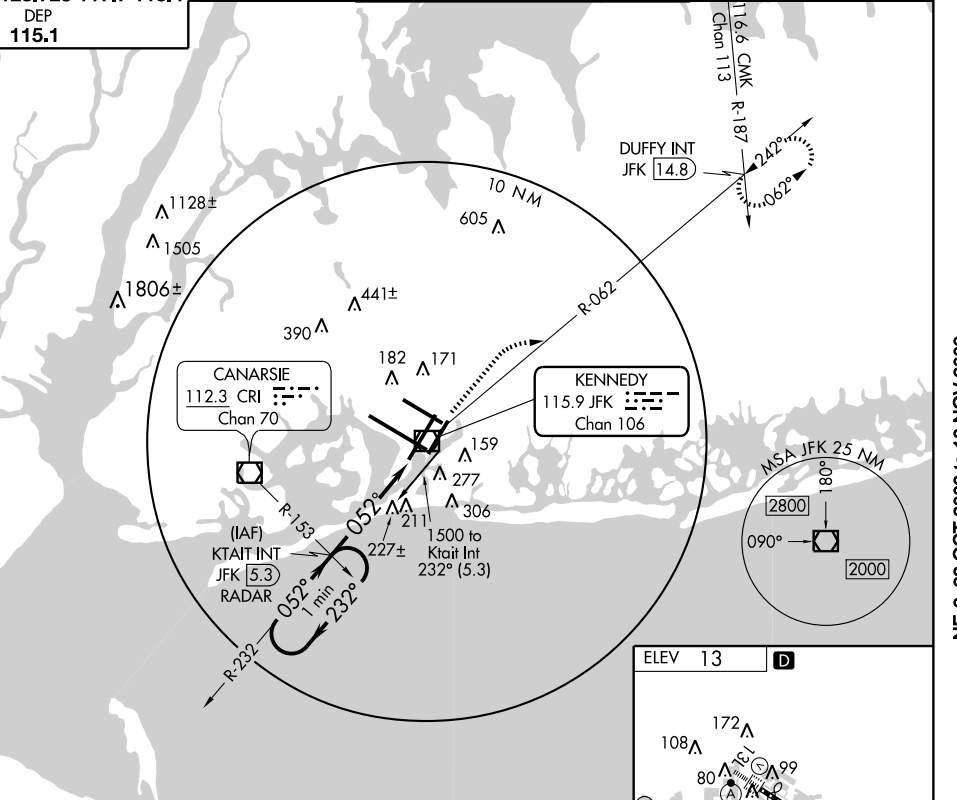
REIL Rwy 4L	HIRL Rwys 4L-22R	4R-22L, 13R-31L, and 13L-31R	TDZ/CL Rwys 4R, 13L, 31R and 22L
FAF to MAP 2.6 NM			
Knots	60	90	120 150 180
Min:Sec	2:36	1:44	1:18 1:02 0:52

VOR/DME JFK	APP CRS	Rwy Idg	11351
115.9	052°	TDZE	12
Chan 106		Apt Elev	13

▼

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 via JFK R-062 to DUFFY Int/JFK 14.8 DME and hold.

ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
ARR (NE) (SW)	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55	121.9 348.6	135.05 348.6
128.725 117.7 115.4		Rwys 4L/22R and 13R/31L 123.9 281.55		
DEP				
115.1				



CATEGORY	A	B	C	D
S-4L	540/50 528 (600-1)		540-1½ 528 (600-1½)	540-1¾ 528 (600-1¾)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

FAF to MAP 4.4 NM	Knots	60	90	120	150	180
	Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2, 22 OCT 2009 to 19 NOV 2009



AL-610 (FAA)

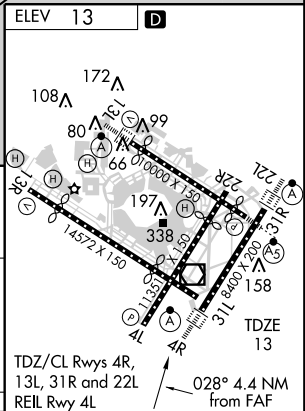
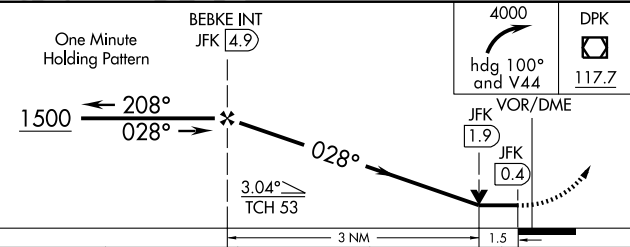
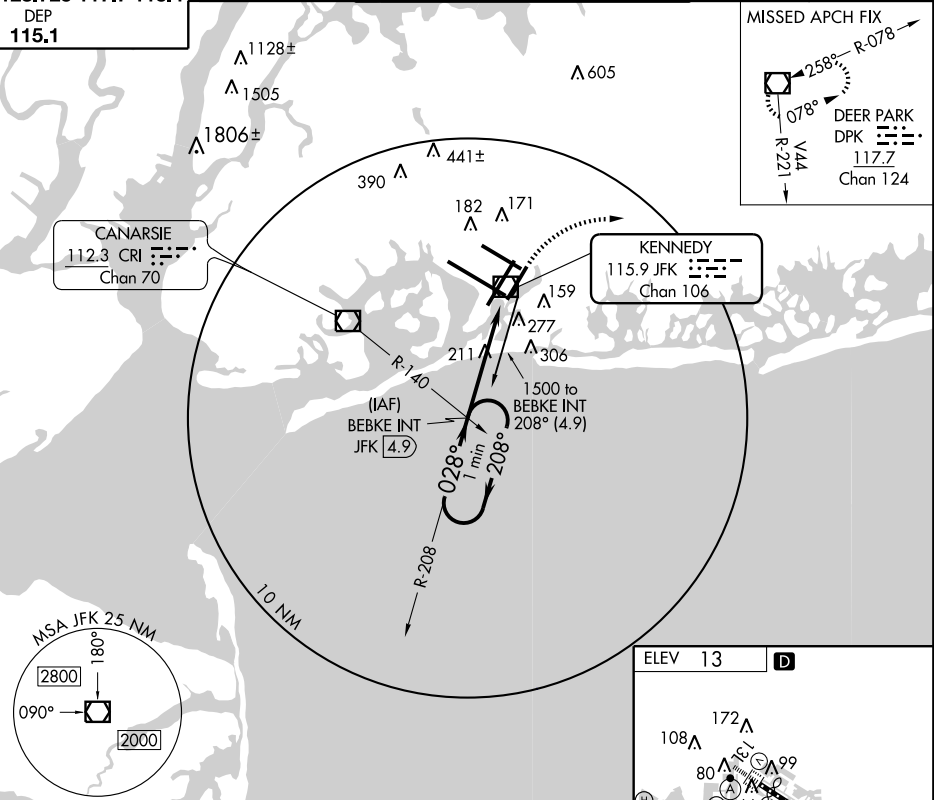
NEW YORK / JOHN F. KENNEDY INTL (JFK)

VOR/DME JFK 115.9 Chan 106	APP CRS 028°	Rwy Idg 8400 TDZE 13 Apt Elev 13
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ALSF-2

MISSED APPROACH: Climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER		GND CON		CLNC DEL	
ARR	(NE)	(SW)			Rwys 4R/22L and 13L/31R	119.1	281.55			
128.725	117.7	115.4	127.4	269.0	Rwys 4L/22R and 13R/31L	123.9	281.55	121.9	348.6	135.05 348.6
DEP									MISSED APCH FIX	
115.1										



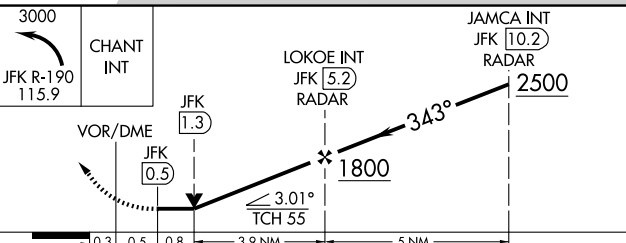
CATEGORY	A	B	C	D	HRL Rwy's 4L-22R, 4R-22L, 13R-31L, and 13L-31R					
S-4R	540/24	527 (600-½)	540/50 527 (600-1)	540/60 527 (600-1 ¼)	FAF to MAP 4.4 NM					
CIRCLING	640-1	627 (700-1)	640-1 ¾ 627 (700-1 ¾)	640-2 627 (700-2)	Knots	60	90	120	150	180
					Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2-22 OCT 2009 to 19 NOV 2009

▽

MISSED APPROACH: Climbing left turn to 3000 via JFK R-190 to CHANT Int/JFK 19 DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER		GND CON	CLNC DEL
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1 281.55	121.9 348.6	135.05 348.6
DEP					Rwys 4L/22R and 13R/31L	123.9 281.55		
115.1								



ELEV 13

TDZ/CL Rwys 4R, 13L, 31R and 22L
REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

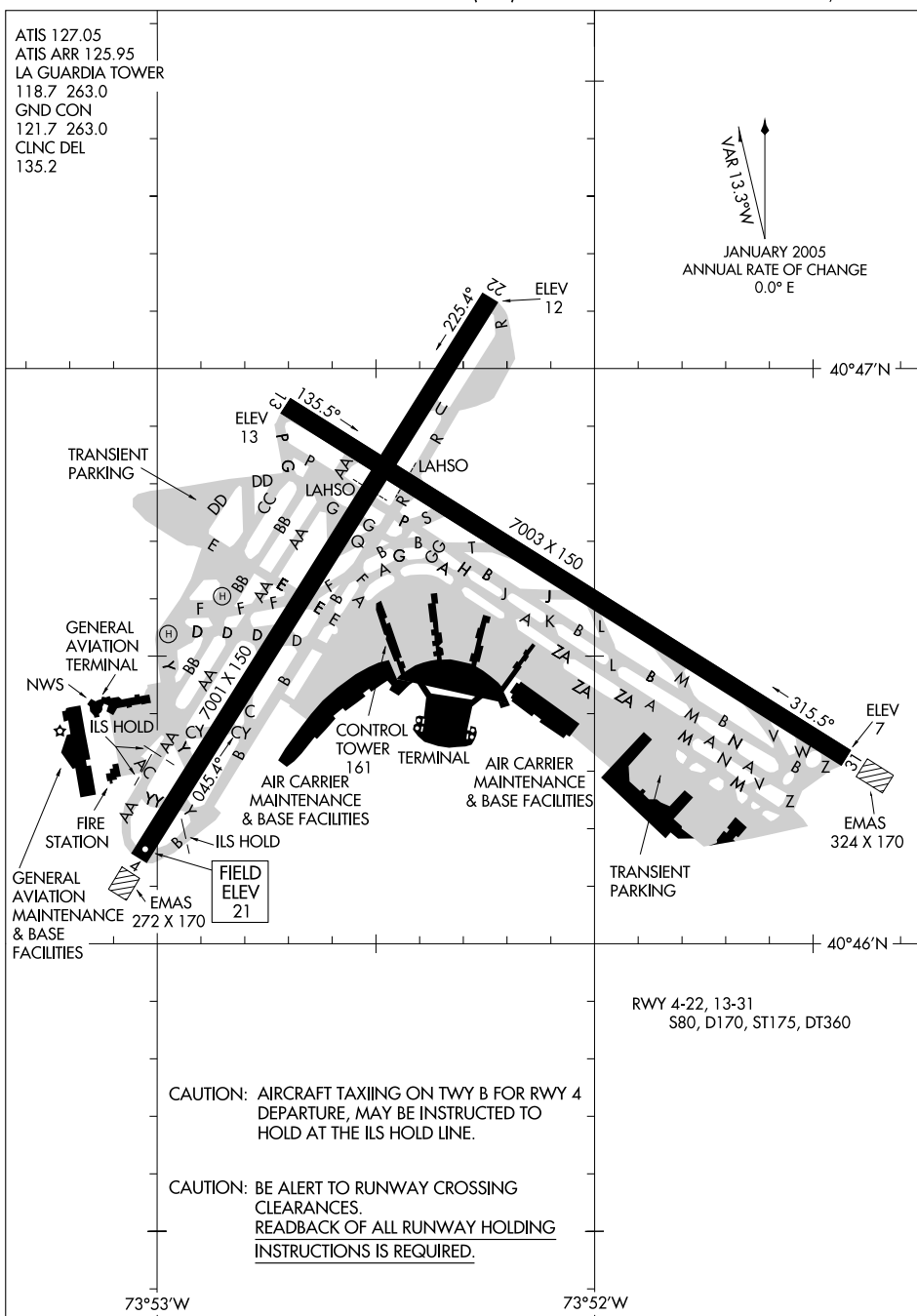
AIRPORT DIAGRAM

AL-289 (FAA)

NEW YORK/LA GUARDIA (LGA)
NEW YORK, NEW YORK

ATIS 127.05
ATIS ARR 125.95
LA GUARDIA TOWER
118.7 263.0
GND CON
121.7 263.0
CLNC DEL
135.2

VAR 1.3°N
JANUARY 2005
ANNUAL RATE OF CHANGE
0.0° E



NE-2, 22 OCT 2009 to 19 NOV 2009

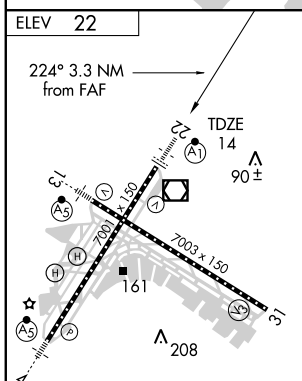
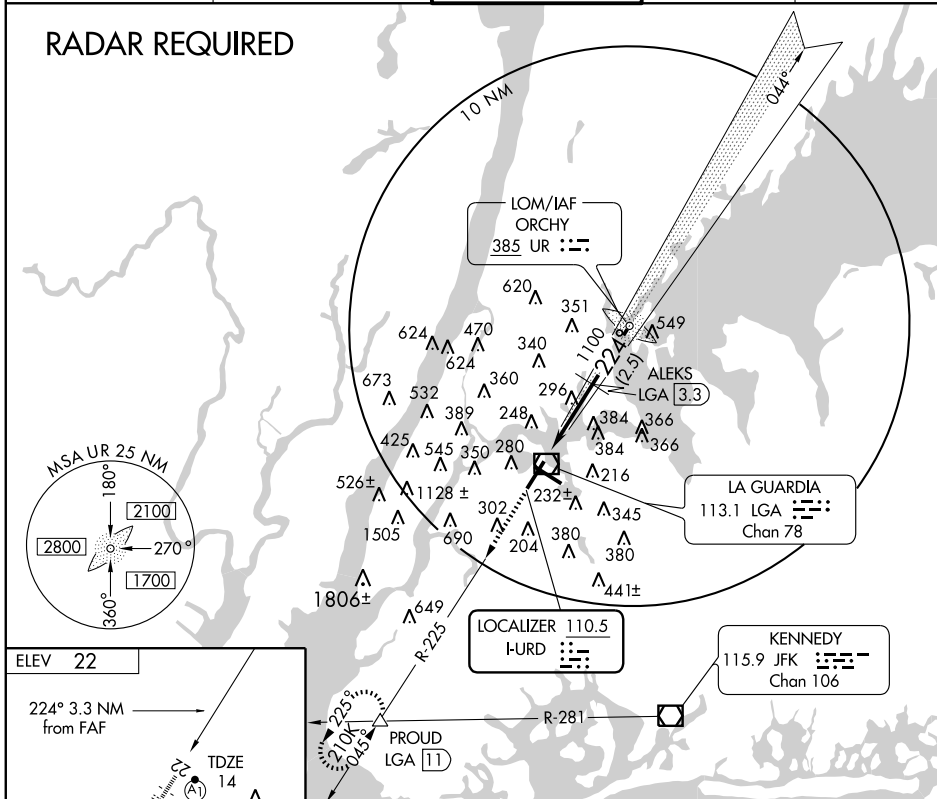
LOC I-URD <u>110.5</u>	APP CRS 224°	Rwy Idg TDZE Apt Elev	7001 14 22
----------------------------------	------------------------	-----------------------------	---------------------------------------

COPTER ILS/DME RWY 22

NEW YORK/LA GUARDIA (LGA)

<div>NA</div>		<div>ALSF-1</div>		MISSED APPROACH: Climb to 2700 via LGA VOR/DME R-225 to PROUD Int and hold.				
ATIS ARR	125.95	NEW YORK APP CON		LA GUARDIA TOWER		GND CON		CLNC DEL
ATIS DEP	127.05	120.8 263.0		118.7 263.0		121.7 263.0		135.2

RADAR REQUIRED

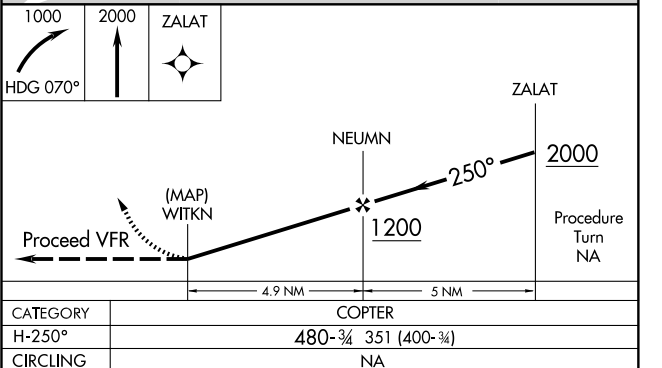
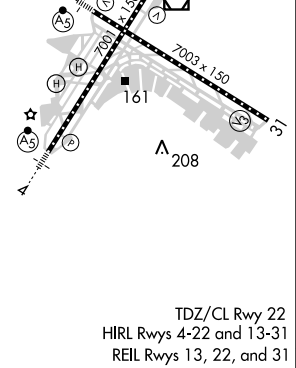
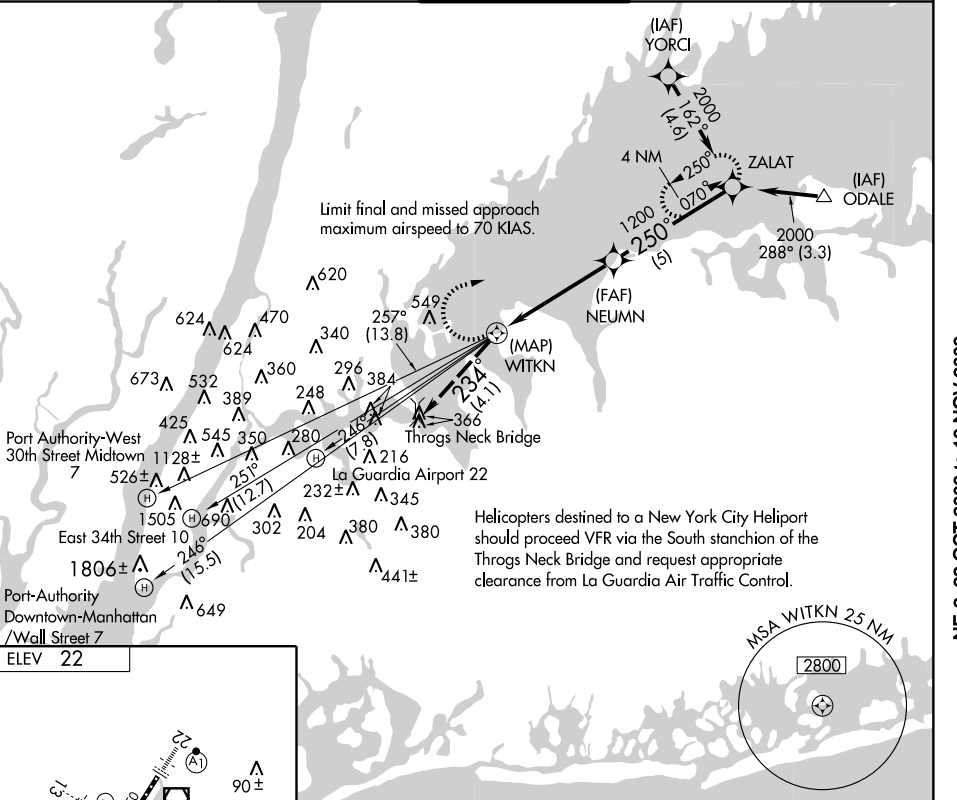


CATEGORY	A	B	C	D
H-ILS 22	214/12 200 (200-¼)		NA	
H-LOC 22	620/12 606 (700-¼)		NA	
CIRCLING	NA			

TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2. 22 OCT 2009 to 19 NOV 2009

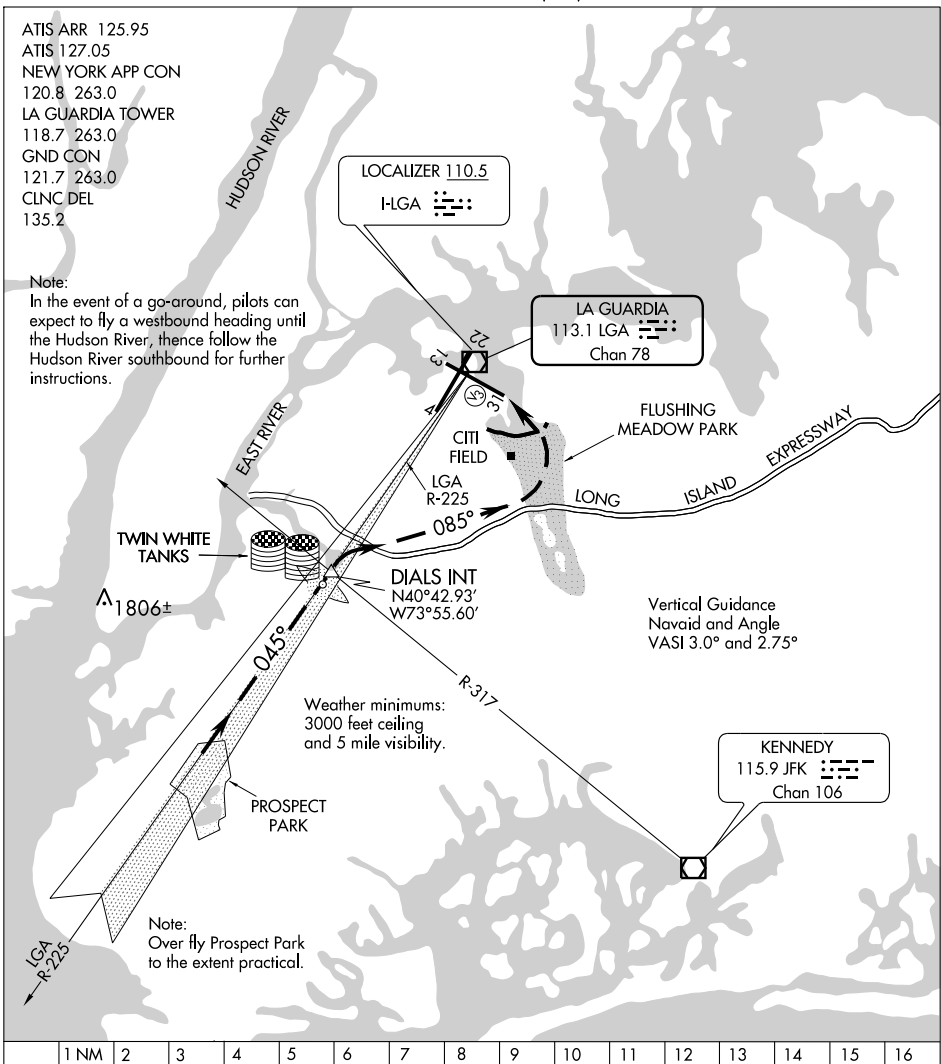
▲ NA Use La Guardia altimeter setting.		MISSED APPROACH: Climbing right turn to 1000 until heading through 070°, climb to 2000 direct ZALAT WP and hold.		
ATIS ARR	125.95	NEW YORK APP CON	LA GUARDIA TOWER	GND CON
ATIS DEP	127.05	120.8 263.0	118.7 263.0	121.7 263.0
				CLNC DEL
				135.2



NE-2: 22 OCT 2009 to 19 NOV 2009

ATIS ARR 125.95
ATIS 127.05
NEW YORK APP CON
120.8 263.0
LA GUARDIA TOWER
118.7 263.0
GND CON
121.7 263.0
CLNC DEL
135.2

Note:
In the event of a go-around, pilots can expect to fly a westbound heading until the Hudson River, thence follow the Hudson River southbound for further instructions.

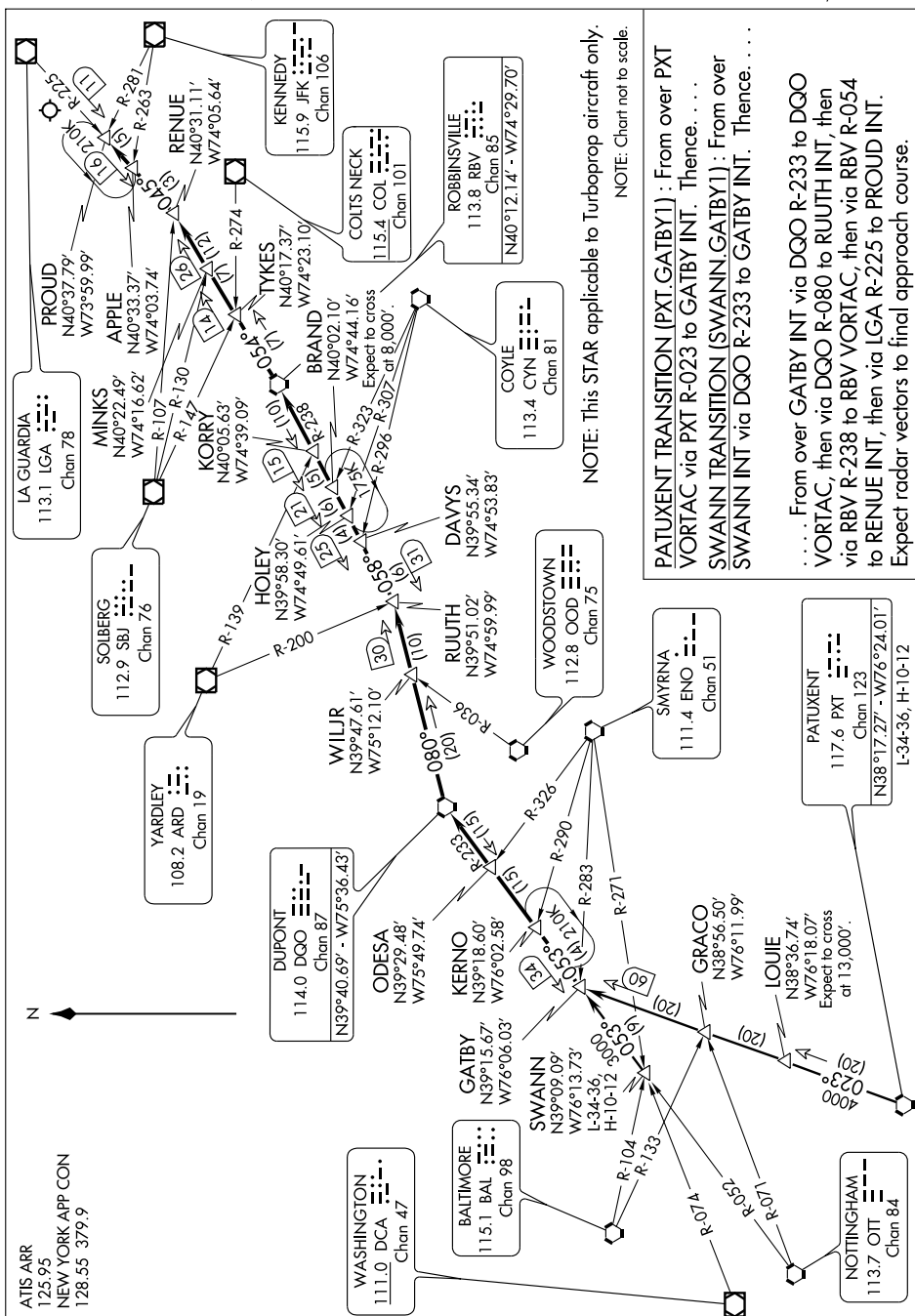


EXPRESSWAY VISUAL RWY 31

When cleared for an Expressway Approach to Rwy 31 (while on LGA VOR/DME R-225) cross DIALS INT at 2500 feet or above. Turn right at DIALS INT heading 085° and descend to Runway 31 via Long Island Expressway and Flushing Meadow Park. Use LGA Rwy 4 localizer for course guidance when LGA VOR is not available.

GATBY ONE ARRIVAL

NEW YORK, NEW YORK



HAARP ONE ARRIVAL

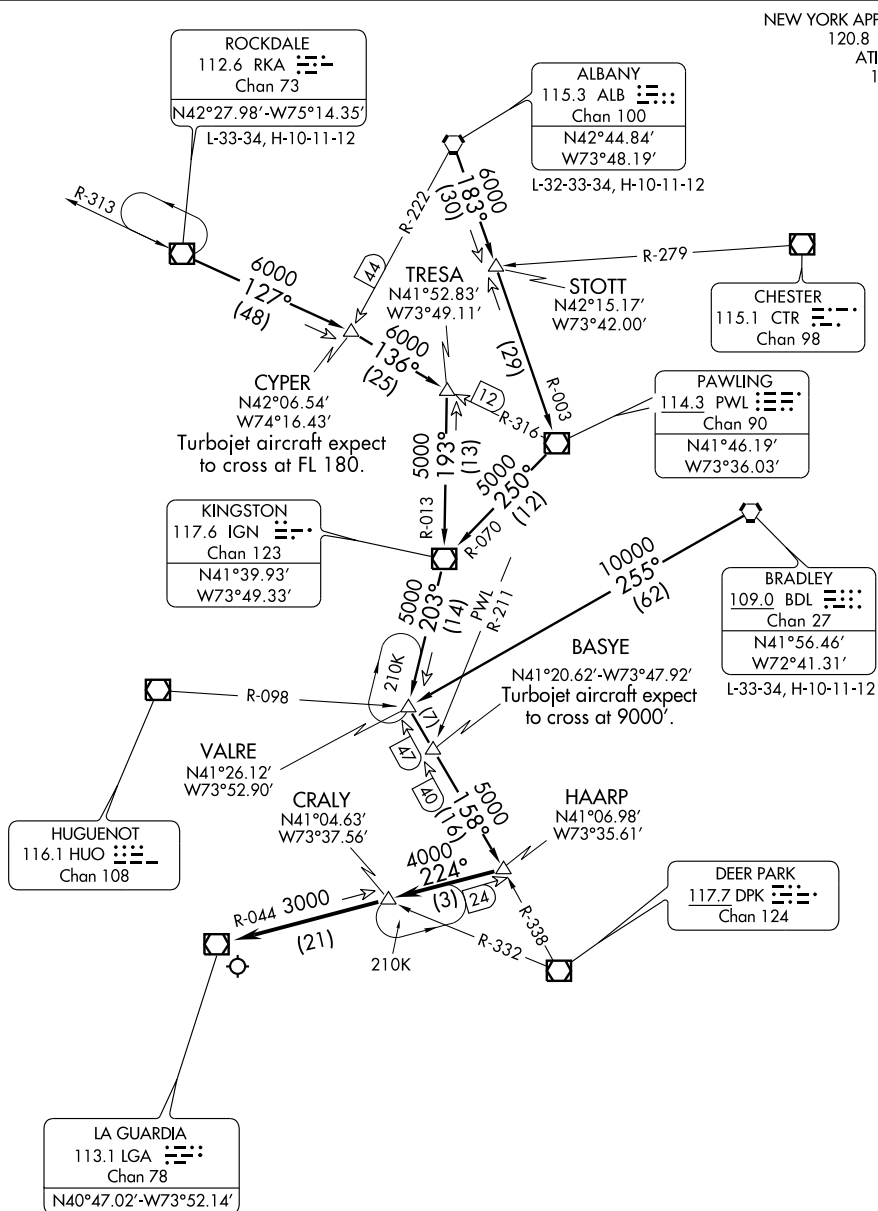
NEW YORK, NEW YORK

NEW YORK APP CON

120.8 263.0

ATIS ARR

125.95



NOTE: RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.HAARP1): From over ALB VORTAC via PWL R-003 to PWL VOR/DME, then via PWL R-250 and IGN R-070 to IGN VOR/DME, then via IGN R-203 to VALRE INT, then via DPK R-338 to HAARP INT, thence. . . .

BRADLEY TRANSITION (BDL.HAARP1): From over BDL VORTAC via BDL R-255 to VALRE INT, then via DPK R-338 to HAARP INT, thence. . . .

ROCKDALE TRANSITION (RKA.HAARP1): From over RKA VOR/DME via RKA R-127 to CYPEN INT, then via PWL R-316 to TRESA INT, then via IGN R-013 to IGN VOR/DME, then via IGN R-203 to VALRE INT, then via DPK R-338 to HAARP INT, thence. . . .

. . . .From over HAARP INT via LGA R-044 to CRALY INT, then via LGA R-044 to LGA VOR/DME. Expect radar vectors to final approach course.

LOC I-LGA	APP CRS	Rwy Idg	7001
110.5	044°	TDZE	21
		Apt Elev	21

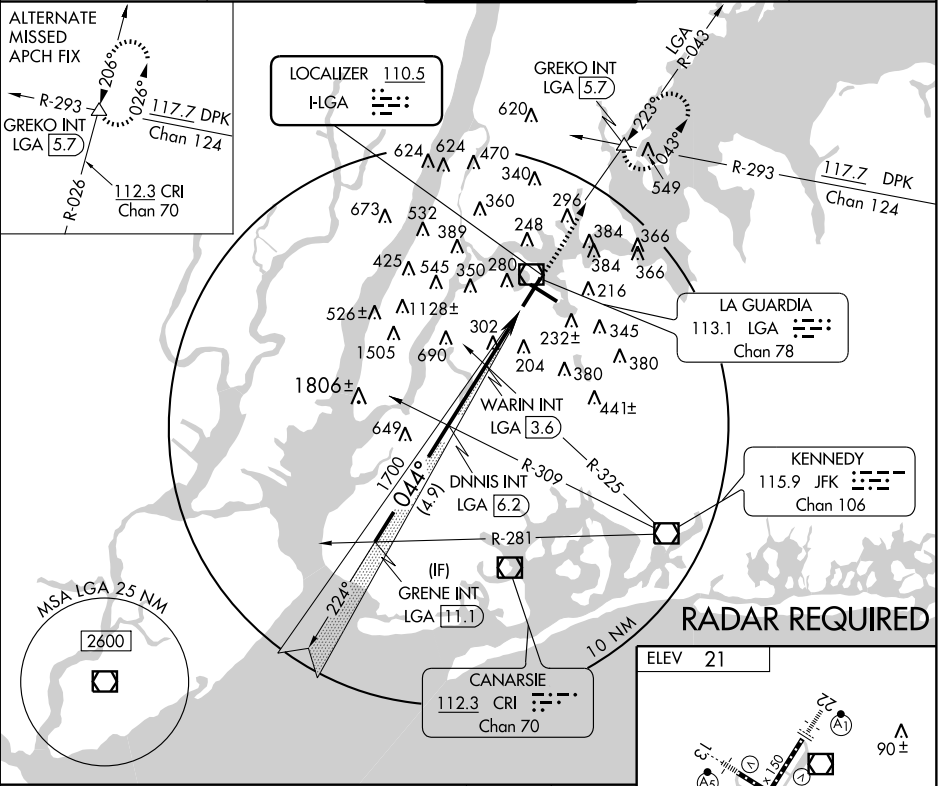
ILS or LOC RWY 4
NEW YORK/LA GUARDIA (LGA)

▼ When VGSI inop, straight-in/circling Rwy 4 procedure NA at night.
▲ Visibility reduction by helicopters NA. For inoperative MALSRL, increase S-LOC 4 Cats A/B visibility to RVR 5000.

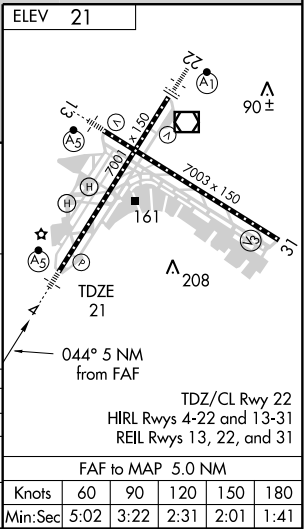
MALSRL
AS

MISSED APPROACH: Climb to 2000 via LGA VOR/DME R-043 to GREKO Int/LGA 5.7 DME and hold.

ATIS ARR	125.95	NEW YORK APP CON	120.8 263.0	LA GUARDIA TOWER	118.7 263.0	GND CON	121.7 263.0	CLNC DEL	135.2
ATIS DEP	127.05								






GRENE INT LGA 11.1		VGSI and ILS glidepath not coincident.		2000 ↑ LGA R-043 113.1	GREKO INT LGA 5.7
DNNIS INT LGA 6.2		WARIN INT LGA 3.6		LGA 1.1	
2700 Procedure Turn NA GS 3.00° TCH 52		1700 044°		1700	
1700		*LOC Only.		*860	
4.9 NM		2.5 NM		2.5 NM	
CATEGORY	A	B	C	D	
S-ILS 4	305/40		284 (300-¾)		
S-LOC 4	560/40 539 (600-¾)		560/50 539 (600-1)	560/60 539 (600-1¼)	
CIRCLING	640-1 619 (700-1)		640-1¾ 619 (700-1¾)	700-2¼ 679 (700-2¼)	

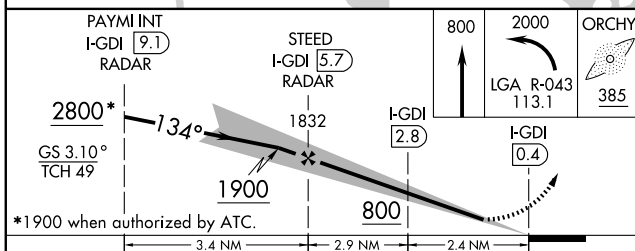
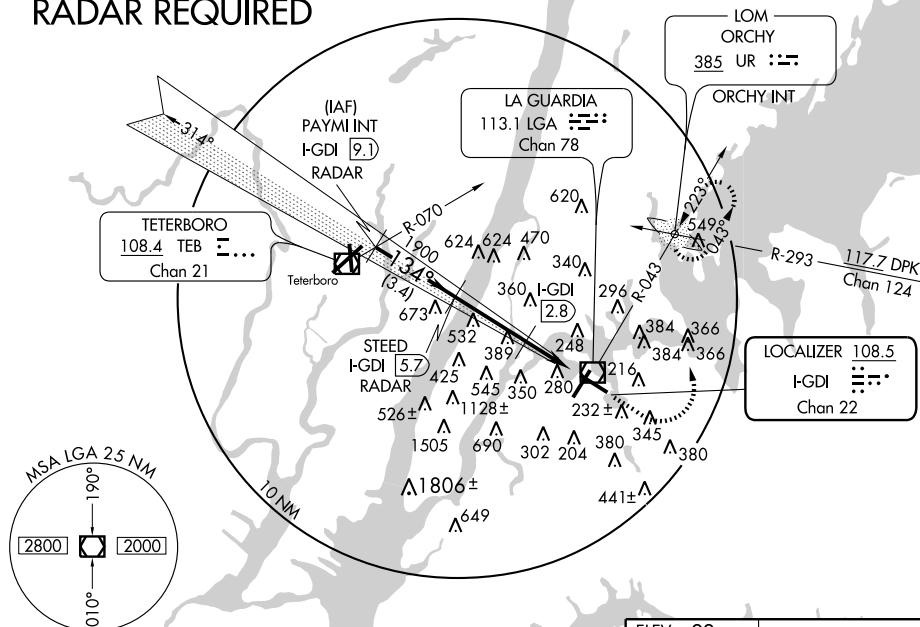


LOC/DME I-GDI 108.5 Chan 22	APP CRS 134°	Rwy Idg 7003 TDZE 13 Apt Elev 22
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ILS or LOC RWY 13
NEW YORK/LA GUARDIA (LGA)

 DME or RADAR required.  ** RVR 1800 authorized with the use of FD or AP or HUD to DA.		MALSR 		MISSED APPROACH: Climb to 800 then climbing left turn to 2000 via LGA VOR/DME R-043 to ORCHY LOM/Int and hold.	
ATIS ARR 125.95 ATIS DEP 127.05	NEW YORK APP CON 120.8 263.0		<div style="border: 2px solid black; padding: 5px;"> LA GUARDIA TOWER 118.7 263.0 </div>		GND CON 121.7 263.0 CLNC DEL 135.2

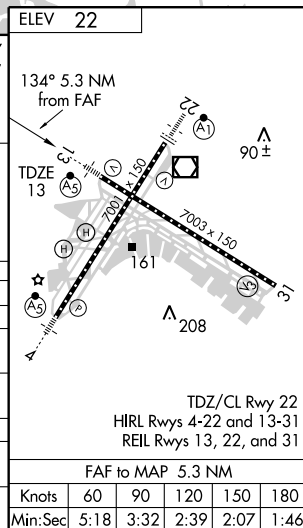
RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 13		**213/24	200 (200-½)	
S-LOC 13	800/24 787 (800-½)	800/40 787 (800-¾)	800-1¾ 787 (800-1¾)	800-2 787 (800-2)
CIRCLING	800-1 778 (800-1)	800-1¼ 778 (800-1¼)	800-2¼ 778 (800-2¼)	800-2½ 778 (800-2½)

DME MINIMUMS

SHEATHING				
S-LOC 13	500/24 487 (500-½)		500/40 487 (500-¾)	500/50 487 (500-1)
CIRCLING	580-1 558 (600-1)	600-1 578 (600-1)	620-1½ 598 (600-1½)	700-2¼ 678 (700-2 ¼)

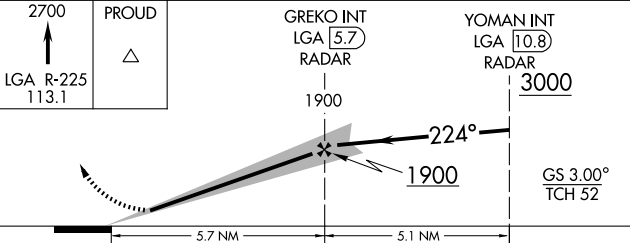
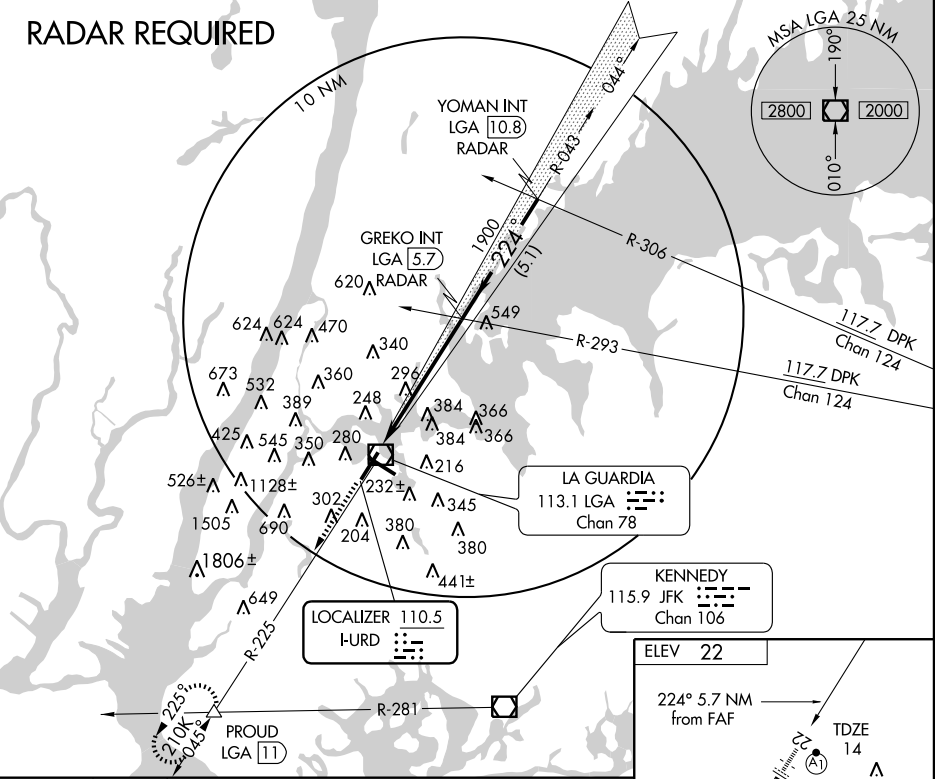


LOC I-URD	APP CRS	Rwy Idg	7001
110.5	224°	TDZE	14
		Apt Elev	22

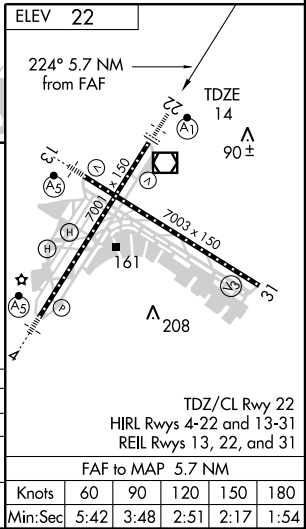
ILS or LOC RWY 22
NEW YORK/LA GUARDIA (LGA)

<div><div><div>▼</div><div>▲</div></div></div>		ALSF-1 <div><div>▲1</div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div>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RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 22	214/18		200 (200-½)	
S-LOC 22	620/24 606 (600-½)		620/60 606 (600-1¼)	620-1½ 606 (600-1½)
CIRCLING	620-1 598 (600-1)		620-1¾ 598 (600-1¾)	700-2 ¼ 678 (700-2 ¼)

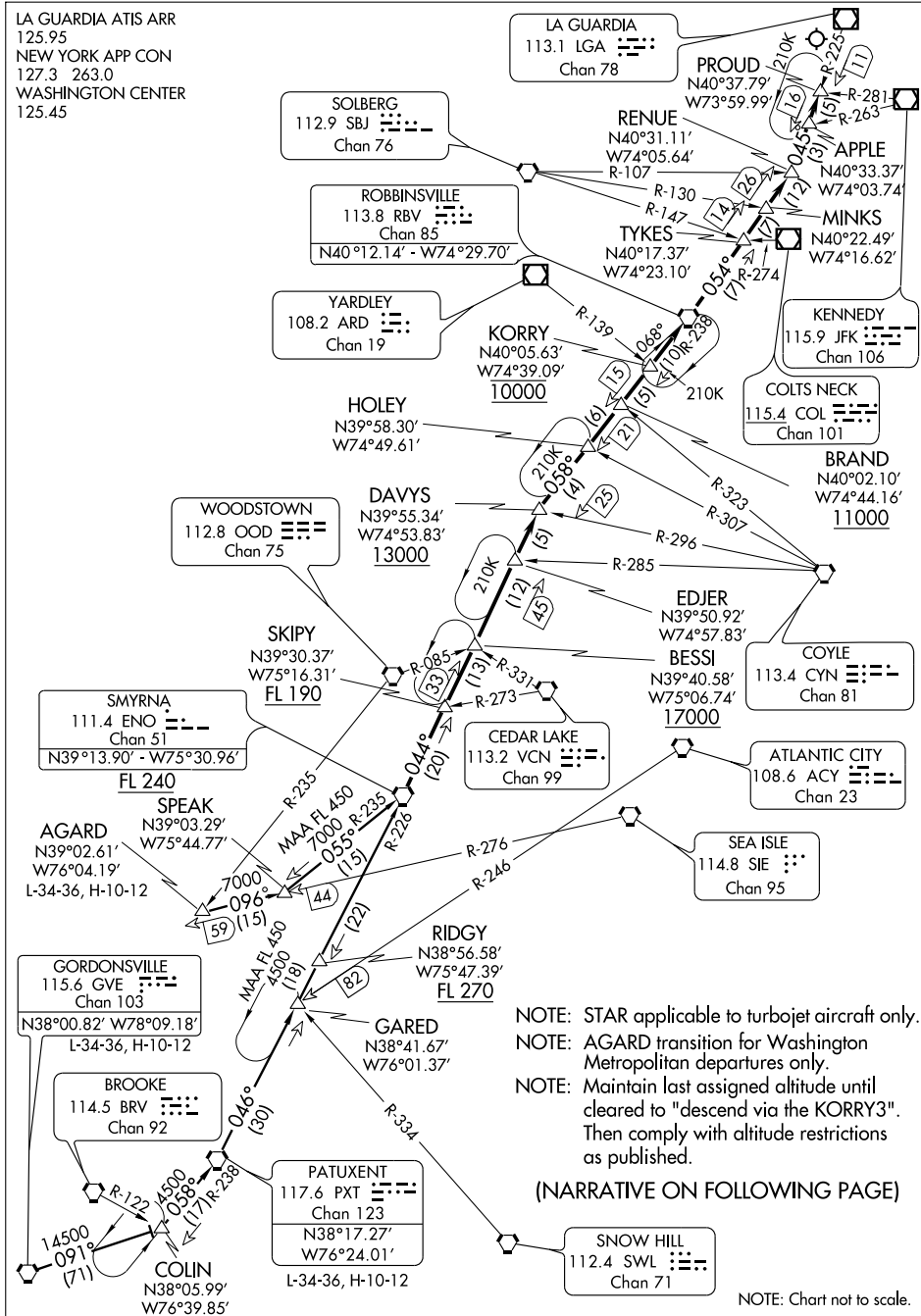


Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

KORRY THREE ARRIVAL

NEW YORK, NEW YORK

LA GUARDIA ATIS ARR
125.95
NEW YORK APP CON
127.3 263.0
WASHINGTON CENTER
125.45



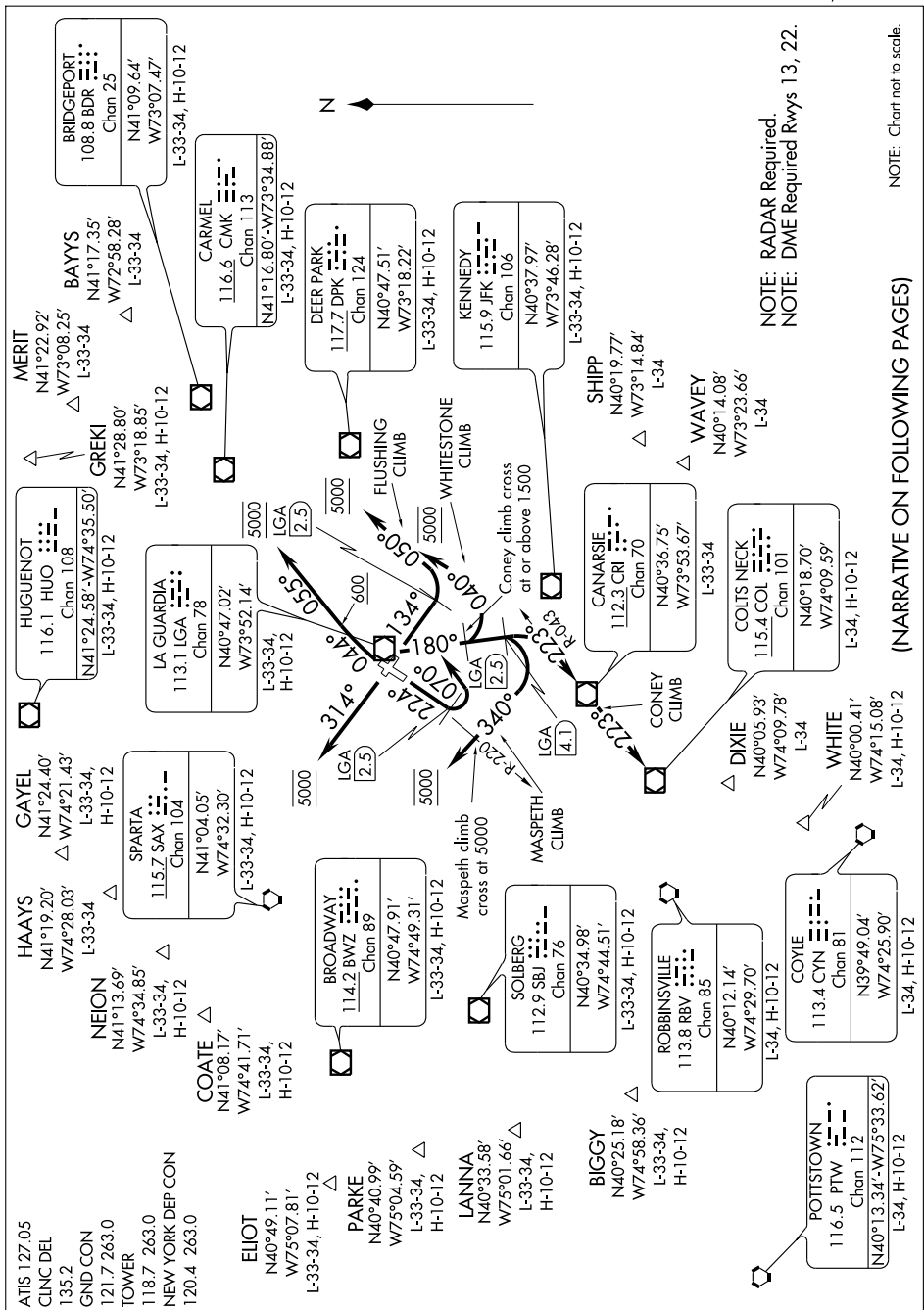
ARRIVAL ROUTE DESCRIPTION

AGARD TRANSITION (AGARD.KORRY3): From over AGARD INT via SIE R-276 and ENO R-235 to ENO VORTAC. Thence

GORDONSVILLE TRANSITION (GVE.KORRY3): From over GVE VORTAC via GVE R-091 and PXT R-238 to PXT VORTAC, then via PXT R-046 and ENO R-226 to ENO VORTAC. Thence

PATUXENT TRANSITION (PXT.KORRY3): From over PXT VORTAC via PXT R-046 and ENO R-226 to ENO VORTAC. Thence

. . . . From over ENO VORTAC via ENO R-044 to DAVYS INT, then via RBV R-238 to RBV VORTAC, then via RBV R-054 to RENU INT, then via LGA R-225 to PROUD INT. Expect radar vectors to final approach course.



LA GUARDIA TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climb heading 044° to 600', then right turn heading 055°, maintain 5000', Thence. . . .

TAKE-OFF RUNWAY 13 (Coney Climb: TURBOJET AIRCRAFT ONLY - Minimum ATC climb gradient 900' per NM to 1500', if unable, advise ATC): Climbing right turn heading 180° to intercept CRI R-043, do not exceed 230 knots until intercepting CRI R-043, to CRI VOR/DME then on CRI R-223, cross LGA 2.5 DME at or above 1500', maintain 5000', Thence. . . .

TAKE-OFF RUNWAY 13 (Flushing Climb): Climb heading 134° to LGA 2.5 DME, then left turn heading 050°, maintain 5000', Thence. . . .

TAKE-OFF RUNWAY 13 (Maspeth Climb: TURBOJET AIRCRAFT ONLY - Minimum ATC climb gradient 900' per NM to 1500', if unable, advise ATC.): Climbing right turn heading 180° to LGA 4.1 DME, then right turn heading 340°, cross LGA R-220 at and maintain 5000', Thence. . . .

TAKE-OFF RUNWAY 13 (Whitestone Climb): Climbing right turn heading 180° to LGA 2.5 DME, then left turn heading 040°, do not exceed 210 knots until established on heading 040°, maintain 5000', Thence. . . .

TAKE-OFF RUNWAY 22: Climb heading 224° to LGA 2.5 DME, then left turn heading 070°, maintain 5000', Thence. . . .

TAKE-OFF RUNWAY 31: Climb heading 314° (or as assigned by ATC), maintain 5000', Thence. . . .

. . . .via radar vectors to assigned ROUTE/FIX. Expect clearance to filed altitude/flight level 10 minutes after departure.

NOTE: BIGGY, ELIOT, LANNA, and PARKE departures do not exceed 250 knots until reaching 11,000'.

NOTE: BAYYS departures expect vectors to BDR/BDR R-054.

NOTE: COATE departures expect vectors to SAX/SAX R-311.

NOTE: RWY 31 departures expect turn on course leaving 6000'.

NOTE: SHIPP departures expect vectors to JFK/JFK R-139.

NOTE: WAVEY departures expect vectors to JFK/JFK R-156.

NOTE: WHITE departures expect vectors to COL/COL R-204.

NOTE: BIGGY departures expect vectors to SBJ/SBJ R-237.

NOTE: DIXIE departures expect vectors to COL/COL R-192.

NOTE: ELIOT departures expect vectors to SAX R-252.

NOTE: GAYEL departures expect vectors to DPK R-320.

NOTE: GREKI departures expect vectors to CMK R-057.

NOTE: LANNA departures expect vectors to PTW R-059.

NOTE: MERIT departures expect vectors to LGA R-055.

NOTE: NEION departures expect vectors to LGA R-322.

NOTE: PARKE departures expect vectors to BWZ/BWZ R-250.

NOTE: HAAYS departures expect vectors to HUO.

(CONTINUED ON FOLLOWING PAGE)

LA GUARDIA TWO DEPARTURE



(CONTINUED)

TAKE-OFF OBSTACLES

- Rwy 4: Bridge 2.1 NM from DER, 3754' right of centerline, 345' AGL/384' MSL.
Bush and Terrain beginning 99' from DER, 114' left of centerline, up to 16' AGL/33' MSL.
- Rwy 13: Numerous buildings beginning 1.9 NM from DER, 741' right of centerline, up to 280' AGL/345' MSL.
Multiple buildings, Stacks, Bush and Fence Lights beginning 98' from DER, 168' left of centerline, up to 211' AGL/271' MSL.
Localizer 392' from DER, on centerline, 10' AGL/19' MSL.
- Rwy 22: Multiple Trees, Buildings and Blast Fence beginning 109' from DER, 138' right of centerline, up to 222' AGL/302' MSL.
Multiple Trees and Buildings beginning 165' from DER, 150' left of centerline, up to 72' AGL/102' MSL.
- Rwy 31: Stack 1.3 NM from DER, 2014' left of centerline, 250' AGL/268' MSL.

TAKE-OFF MINIMUMS:

- Rwy 4: 400-2½ or STANDARD with minimum climb of 230' per NM to 600.
- Rwy 13: 400-2¼ or STANDARD with minimum climb of 280' per NM to 500.
- Rwy 22: 300-2¼ or STANDARD with minimum climb of 210' per NM to 400.
- Rwy 31: 300-1½ or STANDARD with minimum climb of 260' per NM to 400.

AL-289 (FAA)

LOC/DME I-TKD 111.15 Chan 48 (Y)	APP CRS 234°	Rwy Idg TDZE Apt Elev	N/A N/A 22
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LDA-A
NEW YORK/LA GUARDIA(LGA)



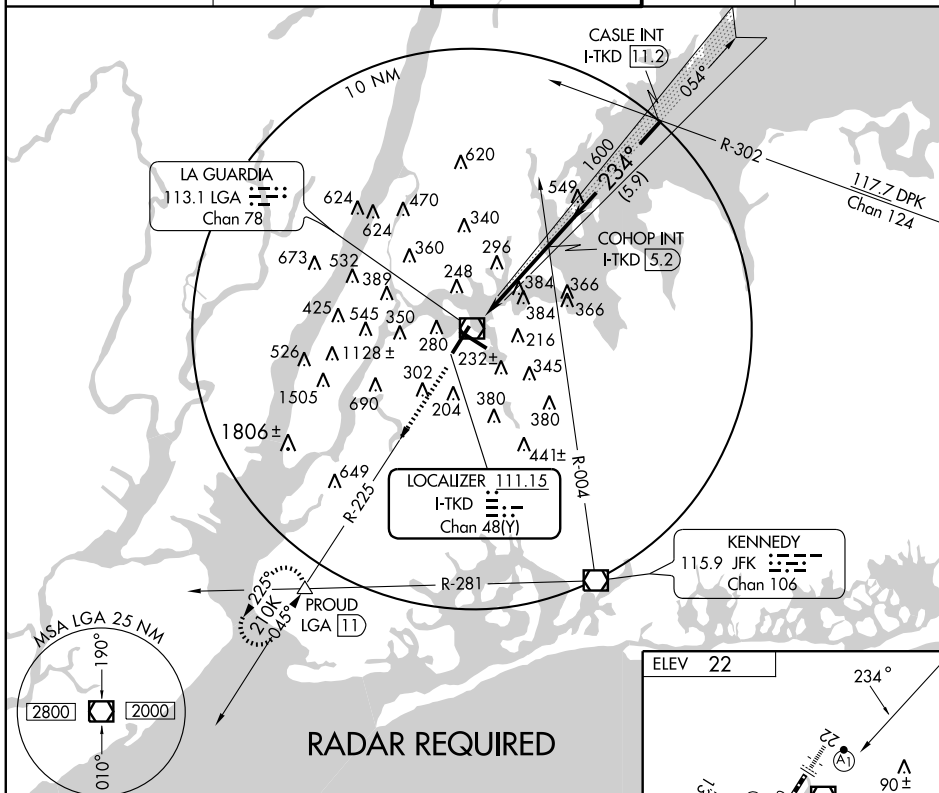
MISSED APPROACH: Climb to 2700 via LGA VOR/DME R-225 to PROUD Int and hold.

ATIS ARR	125.95
ATIS DEP	127.05

NEW YORK APP CON
120.8 263.0

LA GUARDIA TOWER
118.7 263.0

GND CON
121.7 263.0

CLNC DEL
135.2

NE-2. 22 OCT 2009 to 19 NOV 2009

<p>2700</p> <p>↑</p> <p>LGA R-225</p> <p>113.1</p>	<p>PROUD</p> <p>△</p>
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COHOP INT
I-TKD (5.2)

CASLE INT
I-TKD 11.2

I-TKD

234°

18 3000

1600

CATEGORY	A		B		C		D		FAF to MAP 3.2 NM					
									Knots	60	90	120	150	180
CIRCLING	640-1 618 (700-1)		640-1¾ 618 (700-1¾)		700-2 ¼ 678 (700-2¼)				Min:Sec	3:12	2:08	1:36	1:17	1:04

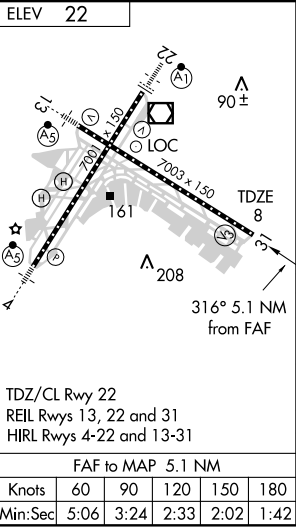
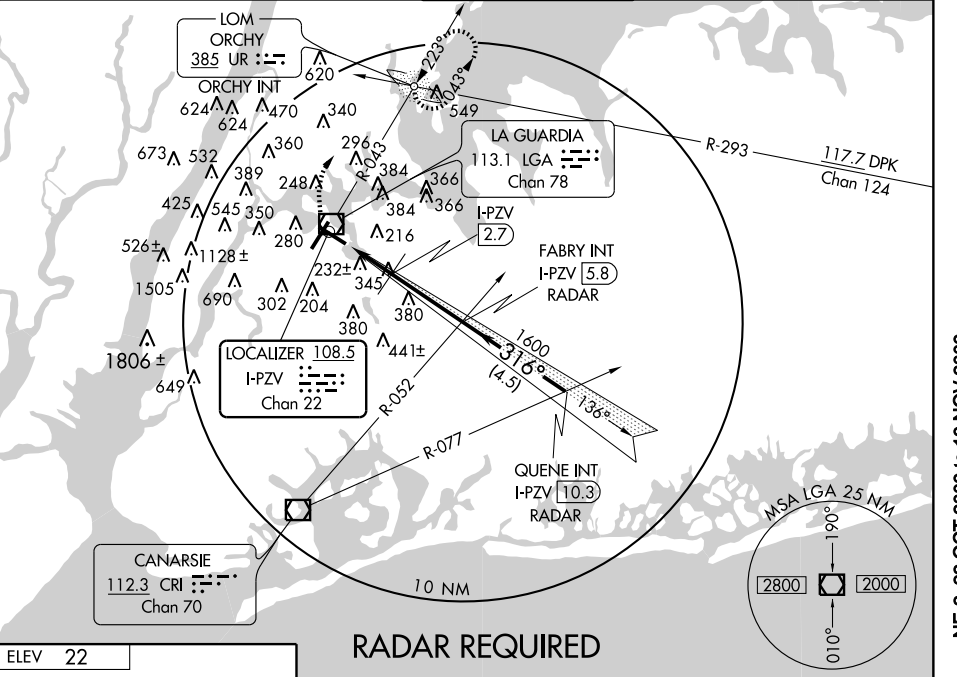
LOC/DME I-PZV	APP CRS	Rwy Idg	7003
108.5	316°	TDZE	8
Chan 22		Apt Elev	22

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MISSED APPROACH: Climbing right turn to 2000 via LGA VOR/DME R-043 to ORCHY LOM/Int and hold.

ATIS ARR	125.95	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP	127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

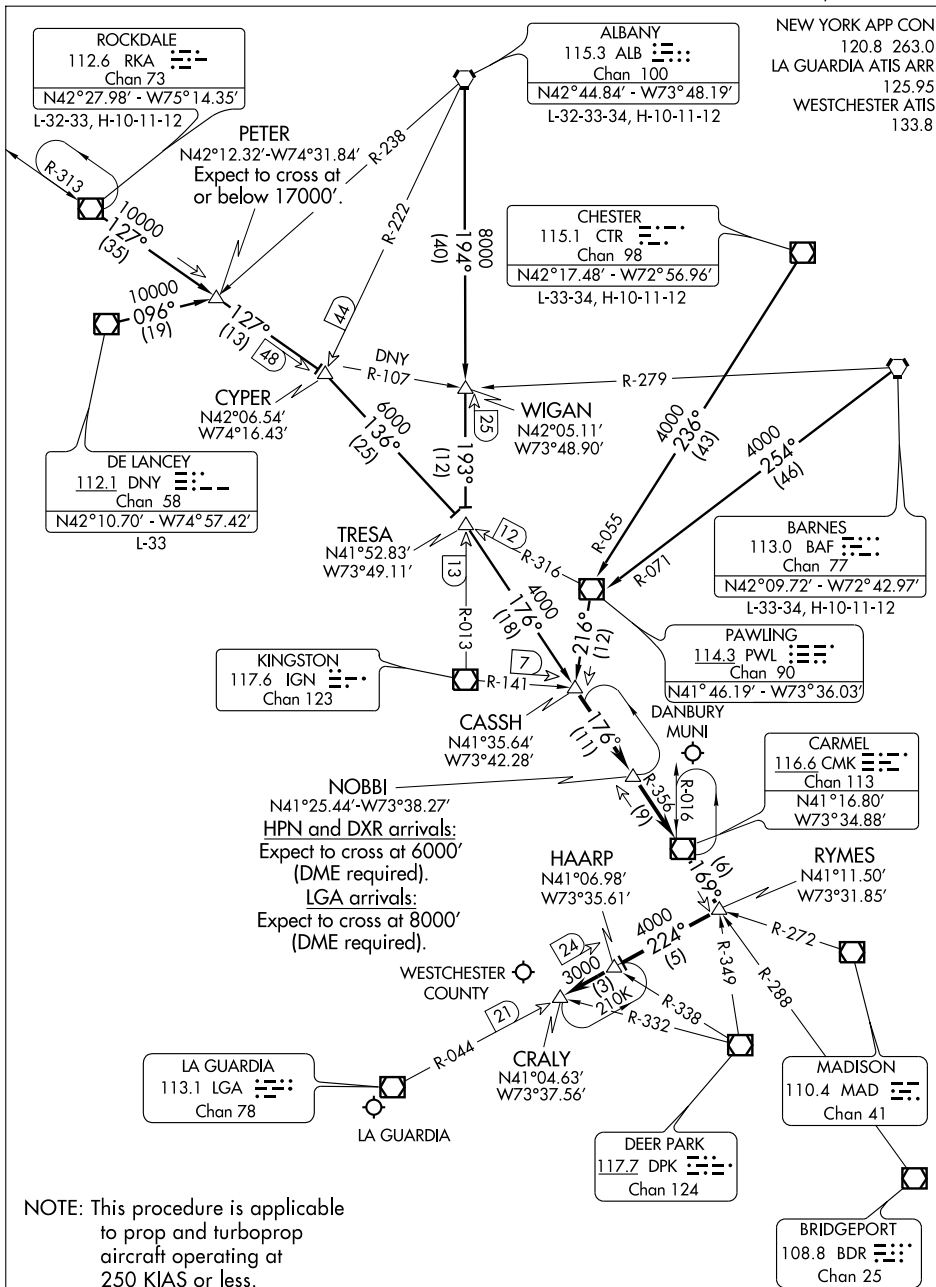


RADAR REQUIRED				
CATEGORY	A	B	C	D
	640/50 632 (700-1)	640-1 618 (700-1)	640-1 632 (700-1 3/4)	640-2 632 (700-2)
DME MINIMUMS				
S-31	600/50 592 (600-1)	600-1 592 (600-1 1/2)	600-1 592 (600-1 3/4)	600-1 592 (600-1 3/4)
CIRCLING	600-1 578 (600-1)	620-1 598 (600-1 1/2)	700-2 1/4 678 (700-2 1/4)	700-2 1/4 678 (700-2 1/4)

NE-2, 22 OCT 2009 to 19 NOV 2009

NOBBI FIVE ARRIVAL

NEW YORK, NEW YORK



(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.NOBB15): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

BARNES TRANSITION (BAF.NOBB15): From over BAF VORTAC via BAF R-254 and PWL R-071 to PWL VOR/DME, then via PWL R-216 to CASSH INT.

Thence. . . .

CHESTER TRANSITION (CTR.NOBB15): From over CTR VOR/DME via CTR R-236 and PWL R-055 to PWL VOR/DME, then via PWL R-216 to CASSH INT.

Thence. . . .

DE LANCEY TRANSITION (DNY.NOBB15): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPHER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

ROCKDALE TRANSITION (RKA.NOBB15): From over RKA VOR/DME via RKA R-127 to CYPHER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

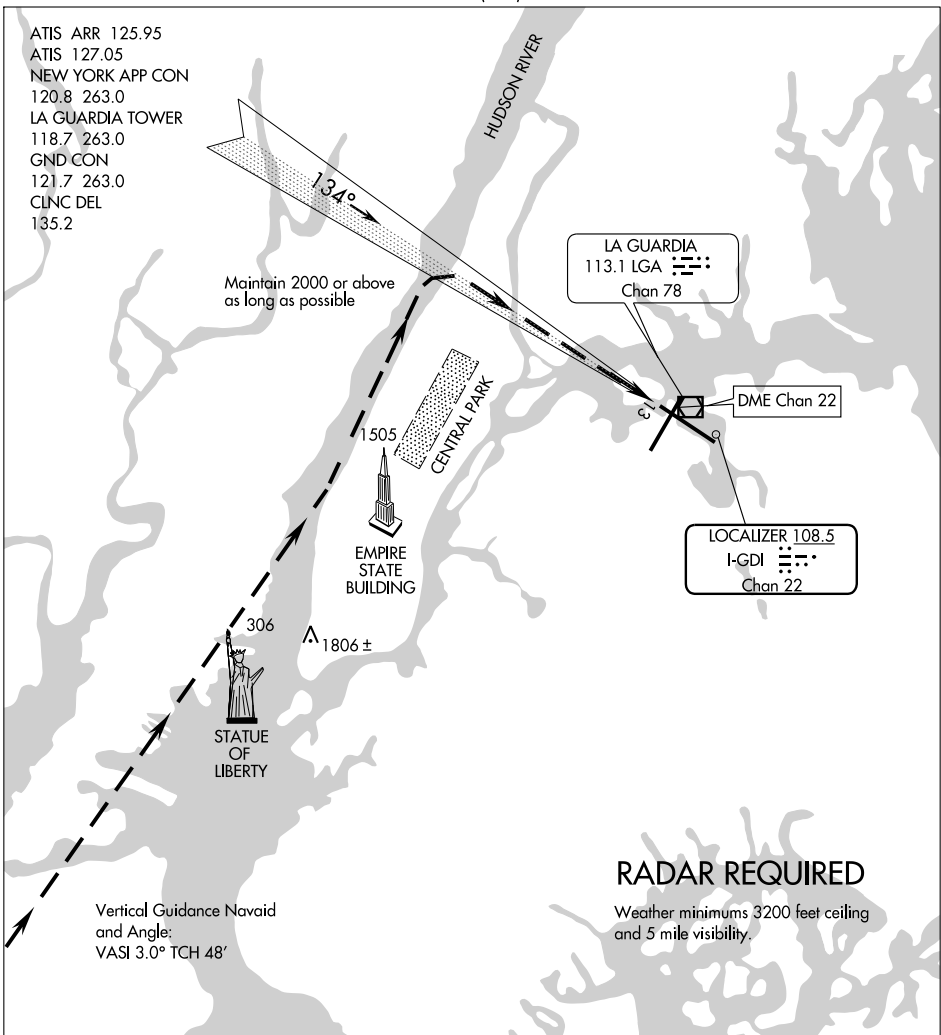
. . . .From over CASSH INT via CMK R-356 to CMK VOR/DME, then via CMK R-169 to RYMES INT, then via LGA VOR/DME R-044 to HAARP INT to CRALY INT. Expect radar vectors to final approach course.

RIVER VISUAL RWY 13

AL-289 (FAA)

NEW YORK/LA GUARDIA (LGA)
NEW YORK, NEW YORK

ATIS ARR 125.95
ATIS 127.05
NEW YORK APP CON
120.8 263.0
LA GUARDIA TOWER
118.7 263.0
GND CON
121.7 263.0
CLNC DEL
135.2



1 NM	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
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RIVER VISUAL RWY 13

When cleared for a RIVER VISUAL Rwy 13 approach, remain over the Hudson River until starting the turn to final approach north of Central Park. Expect 3500 feet until abeam Central Park (2500 feet when authorized by ATC).

APP CRS	Rwy Idg	N/A
234°	TDZE	N/A
	Apt Elev	22

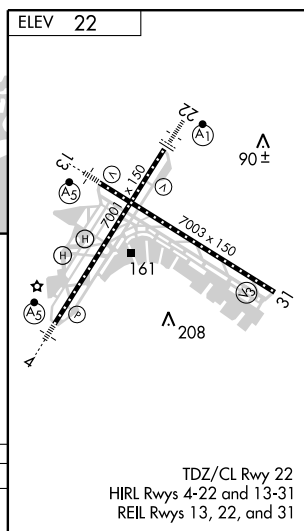
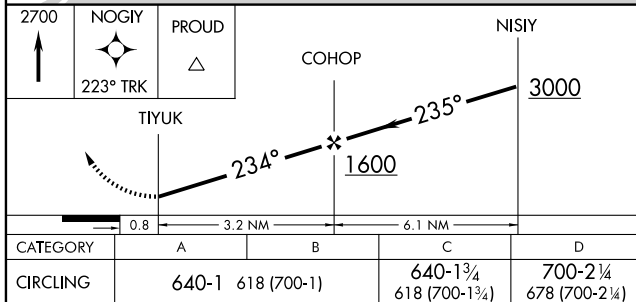
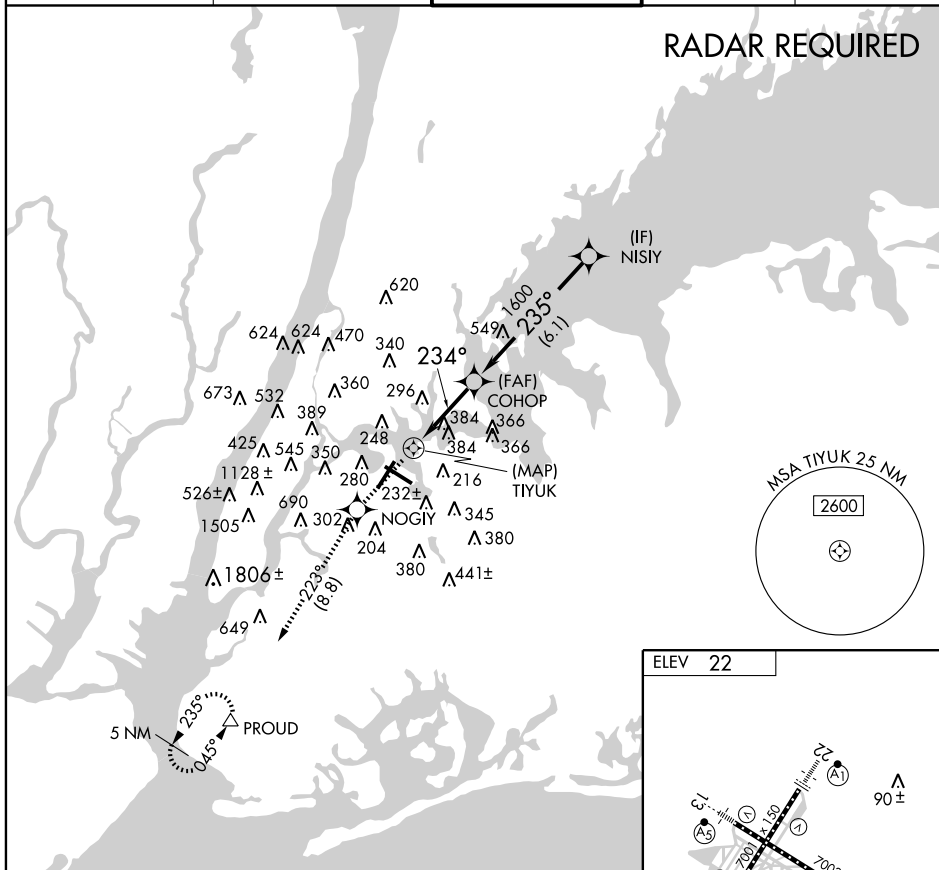
RNAV (GPS) -B
NEW YORK/ LA GUARDIA (LGA)

T	DME/DME RNP-0.3 NA.
A	

MISSED APPROACH: Climb to 2700 direct NOGIY and via 223° track to PROUD and hold.

ATIS ARR	125.95	NEW YORK APP CON		LA GUARDIA TOWER		GND CON		CLNC DEL
ATIS DEP	127.05	120.8 263.0		118.7 263.0		121.7 263.0		135.2

RADAR REQUIRED



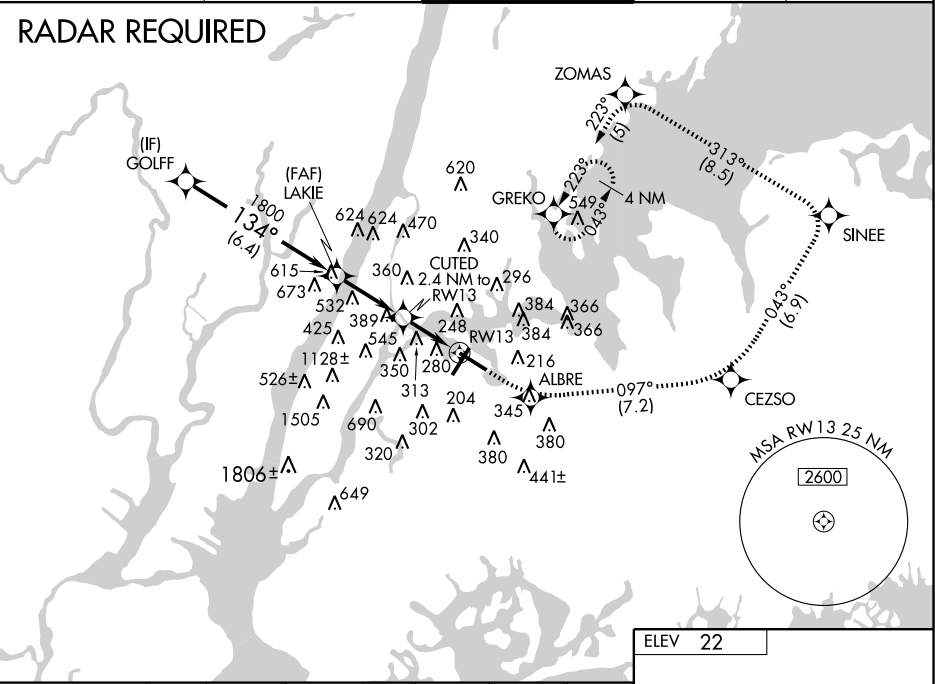
WAAS CH 65618 W13A	APP CRS 134°	Rwy Idg TDZE Apt Elev 7003 13 22
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RNAV (GPS) RWY 13
NEW YORK/ LA GUARDIA (LGA)

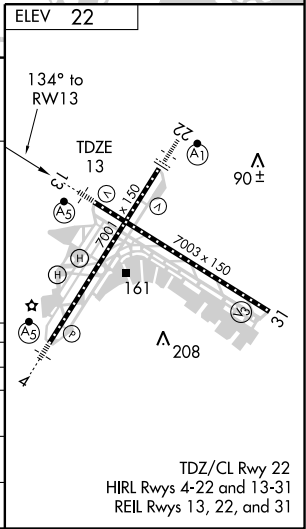
 For inoperative MALS, increase LPV visibility to RVR 4000 all Cats. Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA.	MALS 	MISSED APPROACH: Climb to 2000 direct ALBRE and via 097° track to CEZSO and via 043° track to SINEE and left turn via 313° track to ZOMAS and via 223° track to GREKO and hold.
---	----------	---

ATIS ARR 125.95 ATIS DEP 127.05	NEW YORK APP CON 120.8 263.0	LA GUARDIA TOWER 118.7 263.0	GND CON 121.7 263.0	CLNC DEL 135.2
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RADAR REQUIRED



	2000	ALBRE	CEZSO	SINEE	ZOMAS	GREKO
	097° TRK	043° TRK	313° TRK	223° TRK		
GOLFF	2800	134°	1800	840	*1.6 NM to RW13	
GS 3.10° TCH 49					*LNAV only.	
	6.4 NM	2.8 NM	0.8 NM	1.6		
CATEGORY	A	B	C	D		
LPV DA		263/24	250 (300-1/2)			
LNAV/VNAV DA		679-1 3/4	666 (700-1 3/4)			
LNAV MDA	580/24	567 (600-1/2)	580/50 567 (600-1)	580/60 567 (600-1 1/4)		
CIRCLING		680-2 1/4	658 (700-2 1/4)	700-2 1/4 678 (700-2 1/4)		



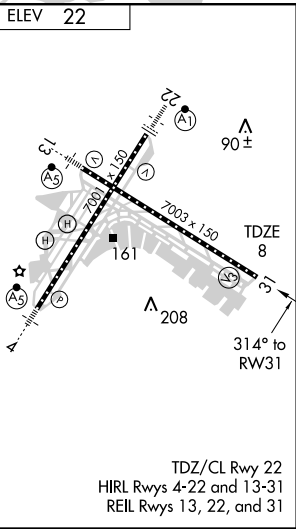
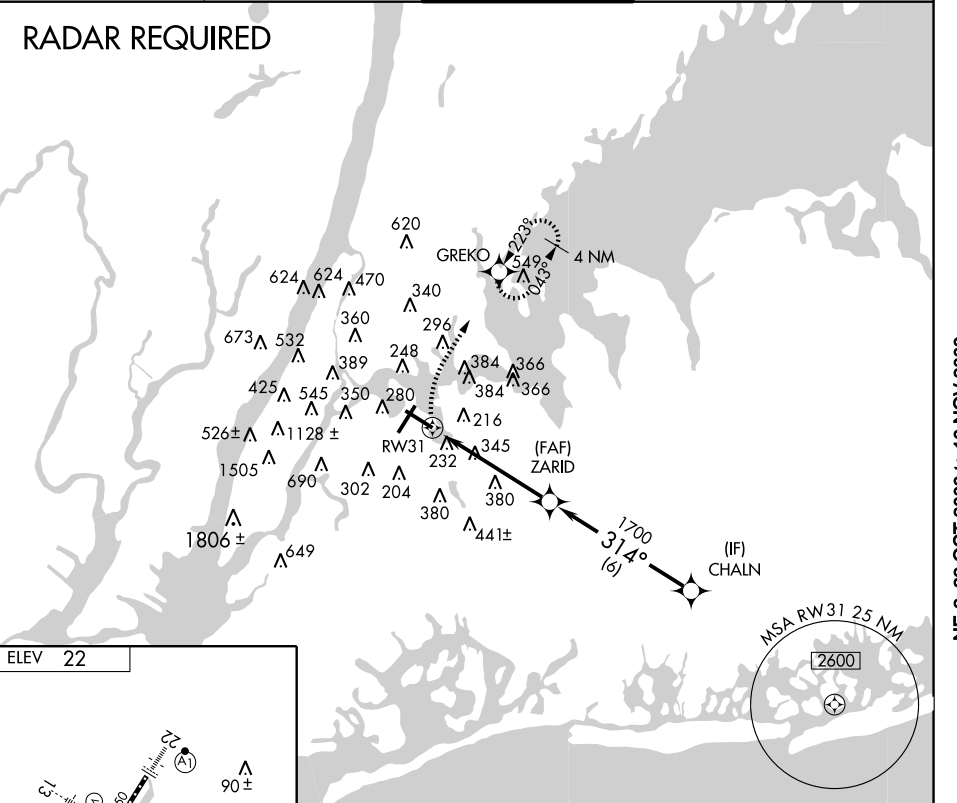
▼

▲

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2000 direct GREKO and hold.

ATIS ARR	125.95	NEW YORK APP CON	120.8 263.0	LA GUARDIA TOWER	118.7 263.0	GND CON	121.7 263.0	CLNC DEL	135.2
ATIS DEP	127.05								



2000 GREKO

CHALN 2000

ZARID

1700

2 NM to RW31

2 NM

3 NM

6 NM

314°

3.11° TCH 50

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
LNAV MDA	640/50	632 (700-1)	640-1¾ 632 (700-1¾)	640-2 632 (700-2)
CIRCLING	640-1	618 (700-1)	640-1¾ 618 (700-1¾)	700-2¼ 678 (700-2¼)

NE-2, 22 OCT 2009 to 19 NOV 2009

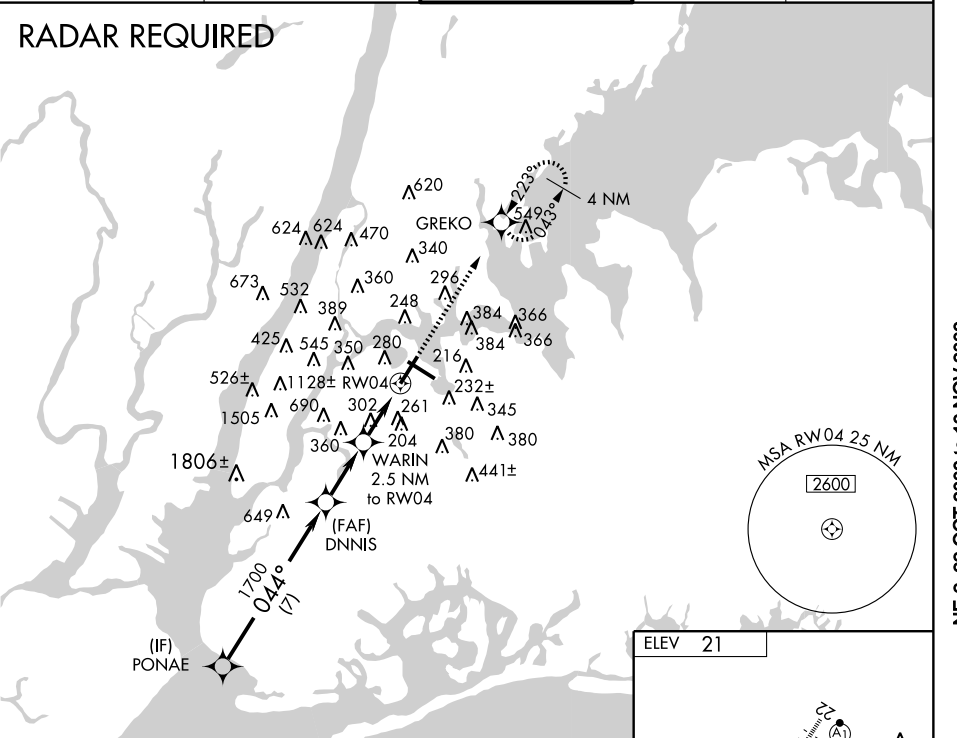
WAAS CH 60918 W04A	APP CRS 044°	Rwy Idg TDZE Apt Elev	7001 21 21
--	------------------------	-----------------------------	---------------------------------------

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Inoperative table does not apply to LPV all Cats and LNAV Cats A and B. When VGSi inop, straight-in/circling Rwy 4 procedure NA at night. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

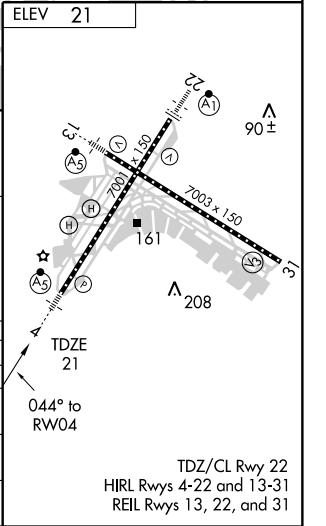
MALSR

MISSED APPROACH: Climb to 2000 direct GREKO and hold.

ATIS ARR	125.95	NEW YORK APP CON		LA GUARDIA TOWER		GND CON		CLNC DEL	
ATIS DEP	127.05	120.8 263.0		118.7 263.0		121.7 263.0		135.2	



VGSI and RNAV glidepath not coincident.				2000	GREKO
Procedure Turn NA					
GS 3.00°					
TCH 52					
CATEGORY	A	B	C	D	
LPV DA		323/50	302 (400-1)		
LNAV/VNAV DA		566-1½	545 (600-1½)		
LNAV MDA		560/50	539 (600-1)	560/60	
				539 (600-1½)	
CIRCLING	640-1	619 (700-1)	640-1½	700-2¼	
			619 (700-1½)	679 (700-2¼)	



WAAS CH 70318 W22A	APP CRS 224°	Rwy ldg TDZE Apt Elev	7001 12 21
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RNAV (GPS) Y RWY 22

NEW YORK/ LA GUARDIA (LGA)

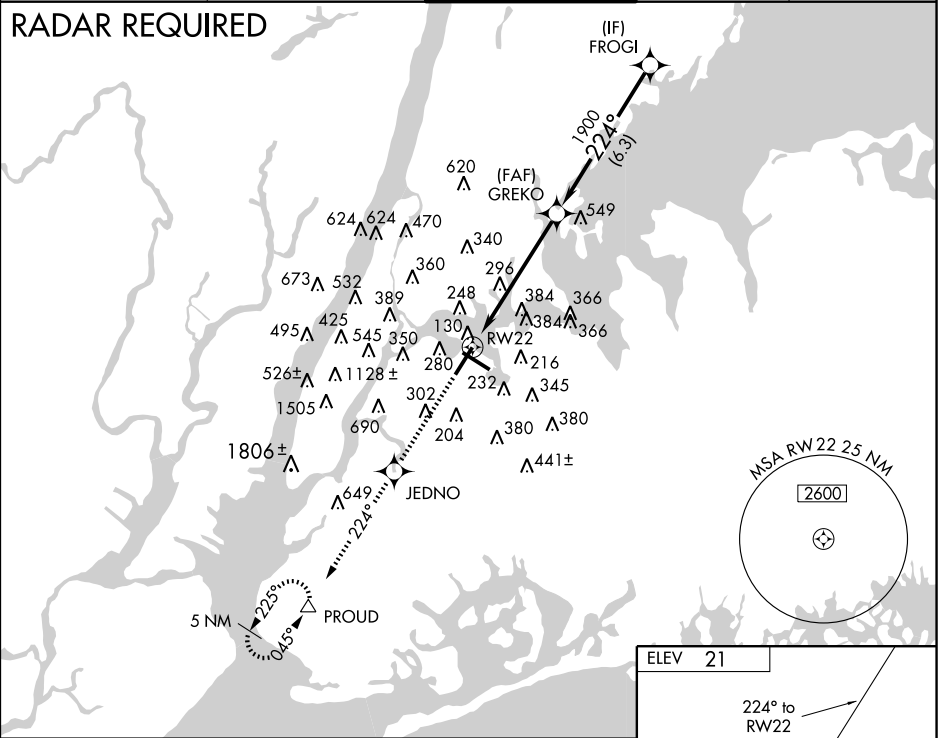
⚠ When VGSI inop, circling Rwy 4 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

ALSF-1
(A1)

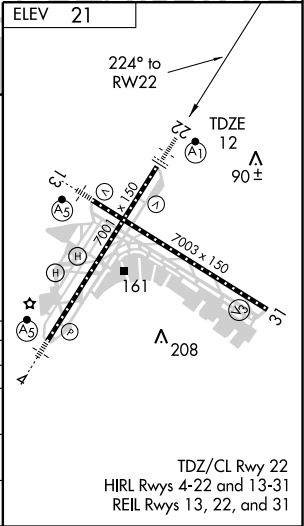
MISSED APPROACH: Climb to 2700 direct JEDNO and via 224° track to PROUD and hold.

ATIS ARR ATIS DEP	125.95 127.05	NEW YORK APP CON 120.8 263.0	LA GUARDIA TOWER 118.7 263.0	GND CON 121.7 263.0	CLNC DEL 135.2
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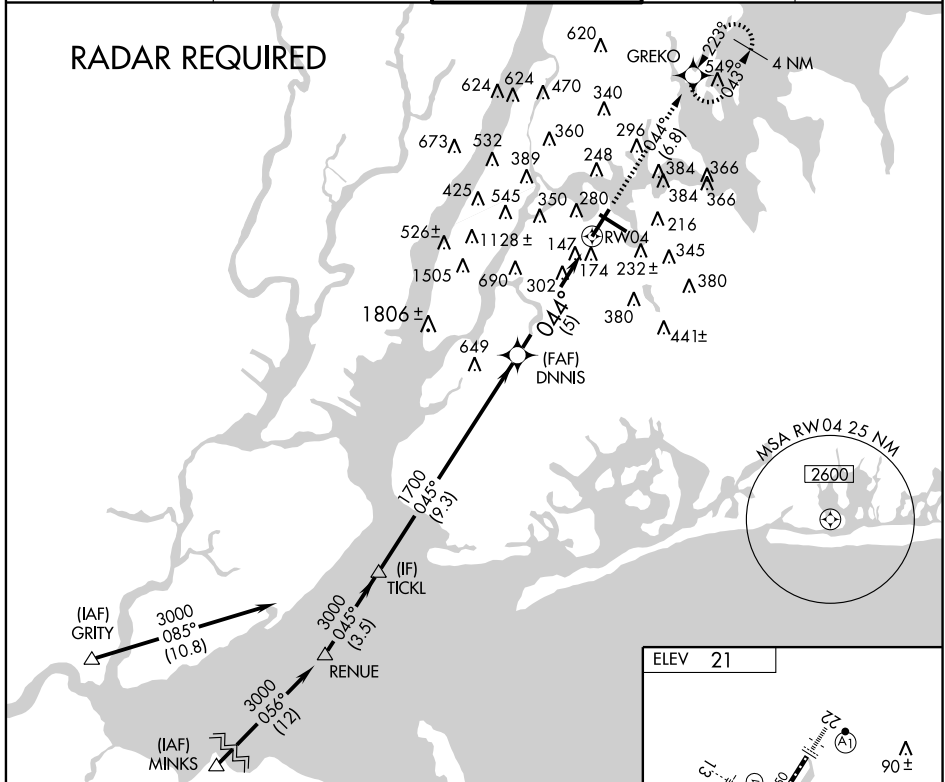
RADAR REQUIRED



2700 ↑	JEDNO 224° TRK	PROUD △	VGSI and RNAV glidepath not coincident.			
			GREKO	FROGI	3000	
			*1.6 NM to RW22		1900	Procedure Turn NA
			*LNAV only			GS 3.00°
			1.6 NM	4.1 NM	6.3 NM	TCH 52
CATEGORY	A	B	C	D		
LPV DA	264/24		250 (300-1/2)			
LNAV/VNAV DA	527/60		515 (500-1 1/4)			
LNAV MDA	580/24		568 (600-1/2)		580/50	580/60
					568 (600-1)	568 (600-1 1/4)
CIRCLING	640-1		619 (700-1)		640-1 3/4	700-2 1/4
					619 (700-1 3/4)	679 (700-2 1/4)



<div>GPS required. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 48°C (118°F). Inoperative table does not apply to RNP 0.18. For inoperative MALSR, increase RNP 0.30 visibility to 1½.</div>	<div>MALSR</div> <div> <div>AS</div> <div> <div> <div> <div></div> <div></div> </div> </div> </div> </div> <div>MISSED APPROACH: Climb to 2000 via 044° track to GREKO and hold.</div>
<div>ATIS ARR</div> <div>125.95</div> <div>NEW YORK APP CON</div> <div>120.8 263.0</div> <div>LA GUARDIA TOWER</div> <div>118.7 263.0</div> <div>GND CON</div> <div>121.7 263.0</div> <div>CLNC DEL</div> <div>135.2</div>	<div>ATIS DEP</div> <div>127.05</div> <div>NEW YORK APP CON</div> <div>120.8 263.0</div> <div>LA GUARDIA TOWER</div> <div>118.7 263.0</div> <div>GND CON</div> <div>121.7 263.0</div> <div>CLNC DEL</div> <div>135.2</div>



<div>TICKL</div> <div>3000</div> <div>Procedure Turn NA</div> <div>GP 3.00° TCH 52</div>	<div>VGSI and RNAV glidepath not coincident.</div> <div>DNNIS</div> <div>1700</div> <div>044°</div> <div>RW04</div>	<div>2000</div> <div>TRK 044°</div> <div>GREKO</div>
<div>9.3 NM</div> <div>5 NM</div>	<div>9.3 NM</div> <div>5 NM</div>	<div>9.3 NM</div> <div>5 NM</div>
<div>CATEGORY</div> <div>A</div> <div>B</div> <div>C</div> <div>D</div>	<div>CATEGORY</div> <div>A</div> <div>B</div> <div>C</div> <div>D</div>	<div>CATEGORY</div> <div>A</div> <div>B</div> <div>C</div> <div>D</div>
<div>RNP 0.18 DA</div> <div>337/50</div> <div>316 (400-1)</div>	<div>RNP 0.18 DA</div> <div>337/50</div> <div>316 (400-1)</div>	<div>RNP 0.18 DA</div> <div>337/50</div> <div>316 (400-1)</div>
<div>RNP 0.30 DA</div> <div>474/50</div> <div>453 (500-1)</div>	<div>RNP 0.30 DA</div> <div>474/50</div> <div>453 (500-1)</div>	<div>RNP 0.30 DA</div> <div>474/50</div> <div>453 (500-1)</div>
<div>SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED</div>	<div>SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED</div>	<div>SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED</div>

APP CRS	Rwy Idg	7001
224°	TDZE	12
	Apt Elev	21

RNAV (RNP) Z RWY 22

NEW YORK/ LA GUARDIA (LGA)

RF and GPS required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 48°C (119°F). For inoperative ALSF, increase RNP 0.30* visibility to RVR 5000 and RNP 0.30 to RVR 6000.
 *Missed approach requires minimum climb of 310 feet per NM to 700.

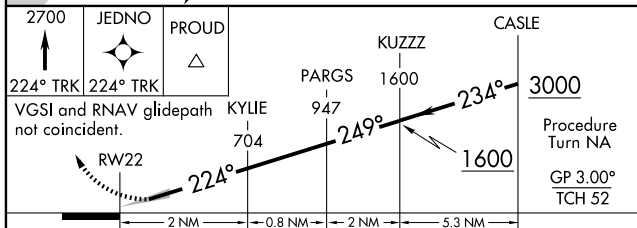
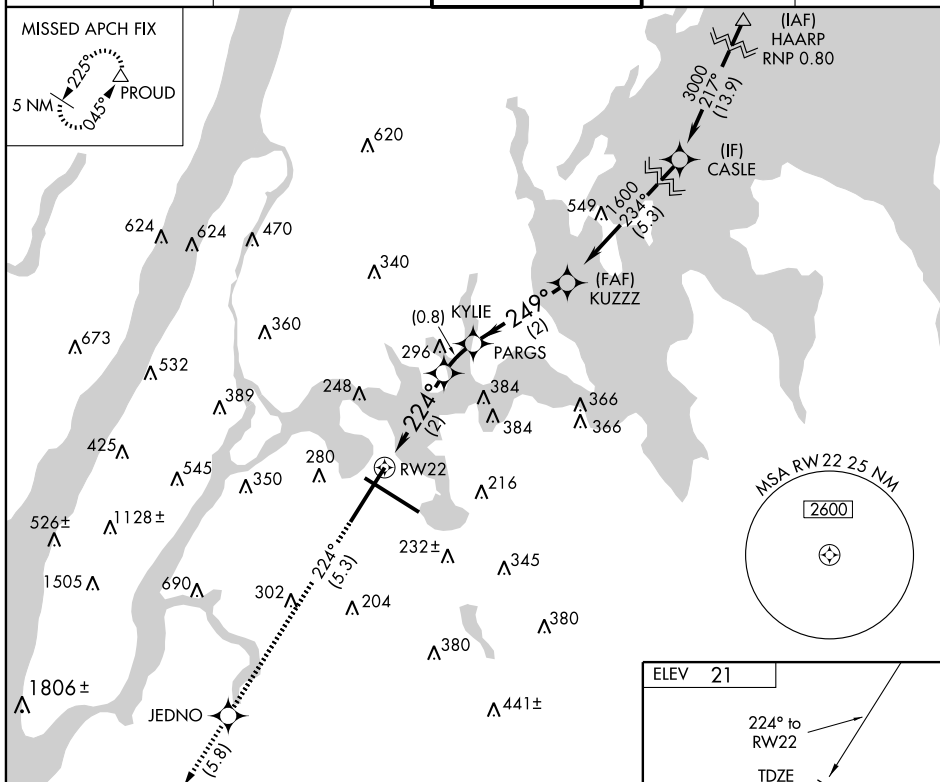
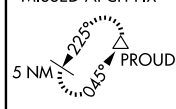
ALSF-1



MISSED APPROACH: Climb to 2700 via 224° track to JEDNO and 224° track to PROUD and hold.

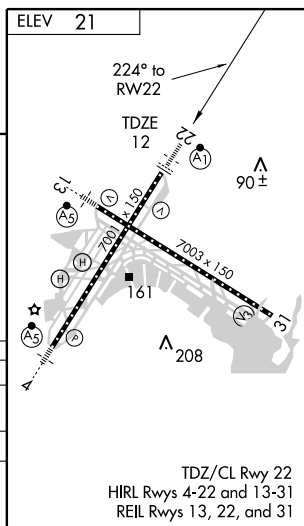
ATIS ARR	125.95	NEW YORK APP CON	120.8 263.0	LA GUARDIA TOWER	118.7 263.0	GND CON	121.7 263.0	CLNC DEL	135.2
ATIS DEP	127.05								

MISSED APCH FIX



CATEGORY	A	B	C	D
RNP 0.30 * DA	313/24	301 (300-½)		
RNP 0.30 DA	393/40	381 (400-¾)		

**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**



TDZ/CL Rwy 22
 HIRL Rwy 4-22 and 13-31
 REIL Rwy 13, 22, and 31

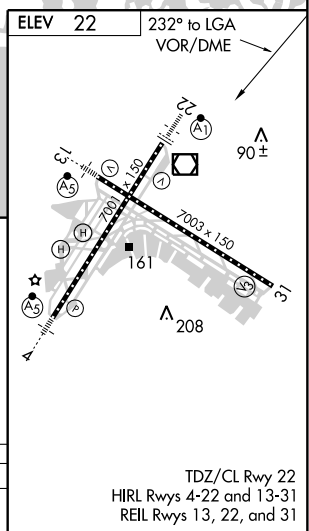
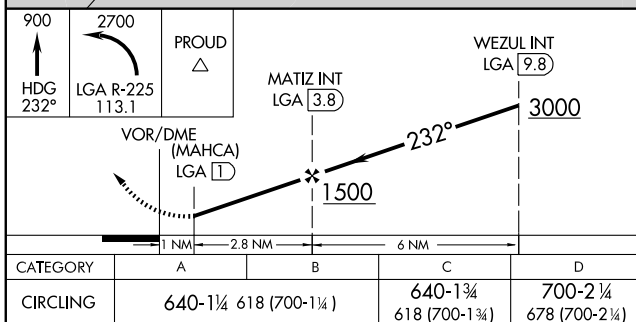
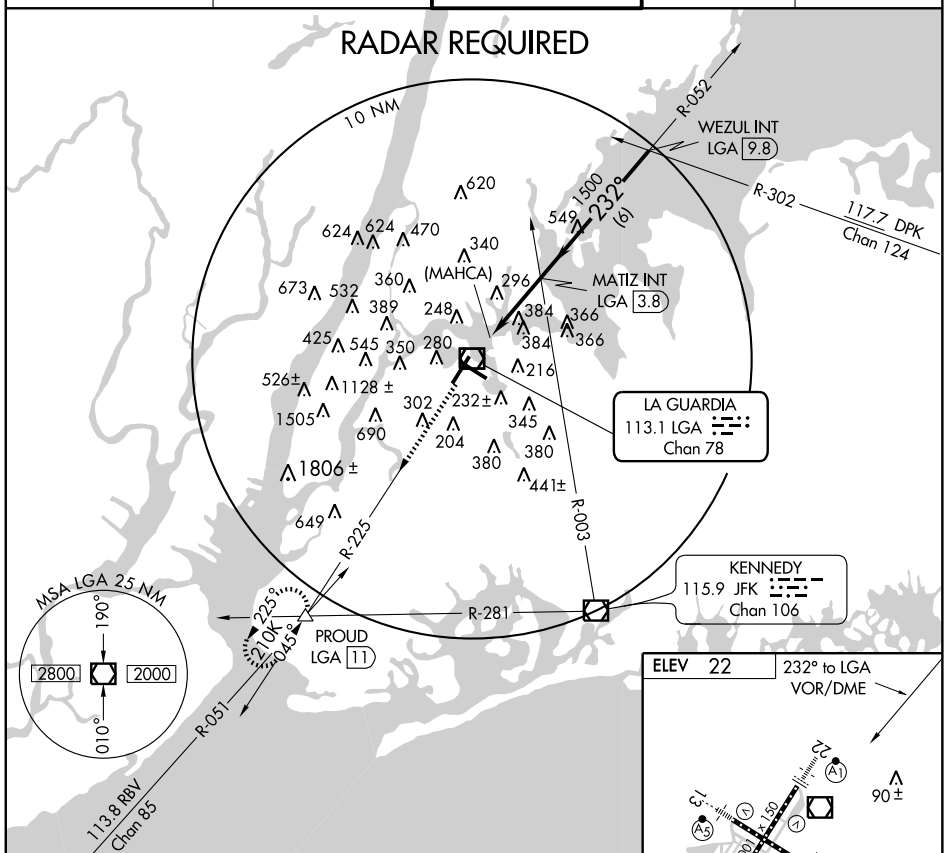
AL-289 (FAA)

VOR/DME-G
NEW YORK/LA GUARDIA(LGA)

MISSED APPROACH: Climb to 900 heading 232° then climbing left turn to 2700 via LGA VOR/DME R-225 to PROUD Int and hold.

CLNC DEL
135.2

RADAR REQUIRED



NE-2: 22 OCT 2009 to 19 NOV 2009

AL-289 (FAA)

VOR/DME-H

NEW YORK/LA GUARDIA(LGA)

VOR/DME LGA 113.1 Chan 78	APP CRS 132°	Rwy Idg TDZE Apt Elev 22	N/A N/A 22
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MISSED APPROACH: Climbing left turn to 2000 via LGA VOR/DME R-043 to ORCHY LOM/Int and hold.

ATIS ARR	125.95
ATIS DEP	127.05

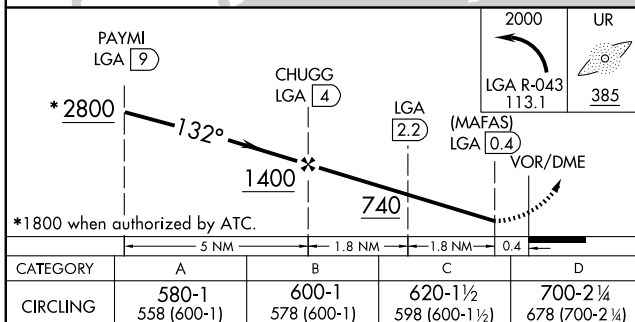
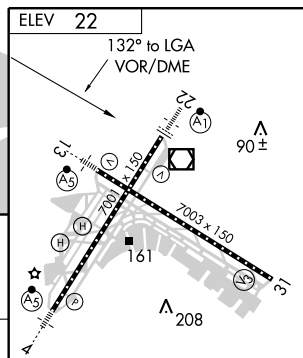
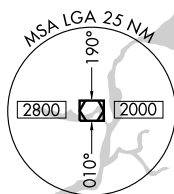
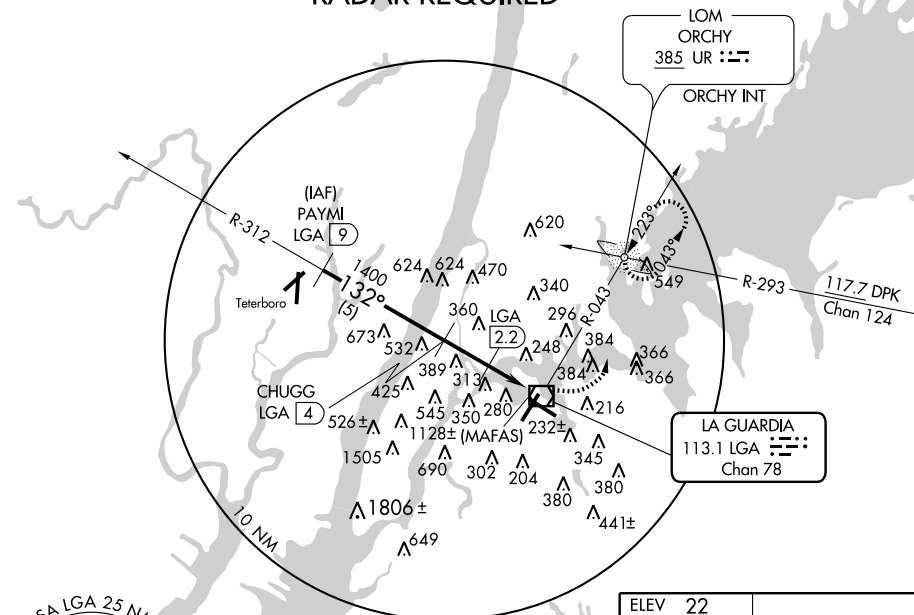
NEW YORK APP CON
120.8 263.0

LA GUARDIA TOWER
118.7 263.0

GND CON
121.7 263.0

CLNC DEL
135.2

RADAR REQUIRED



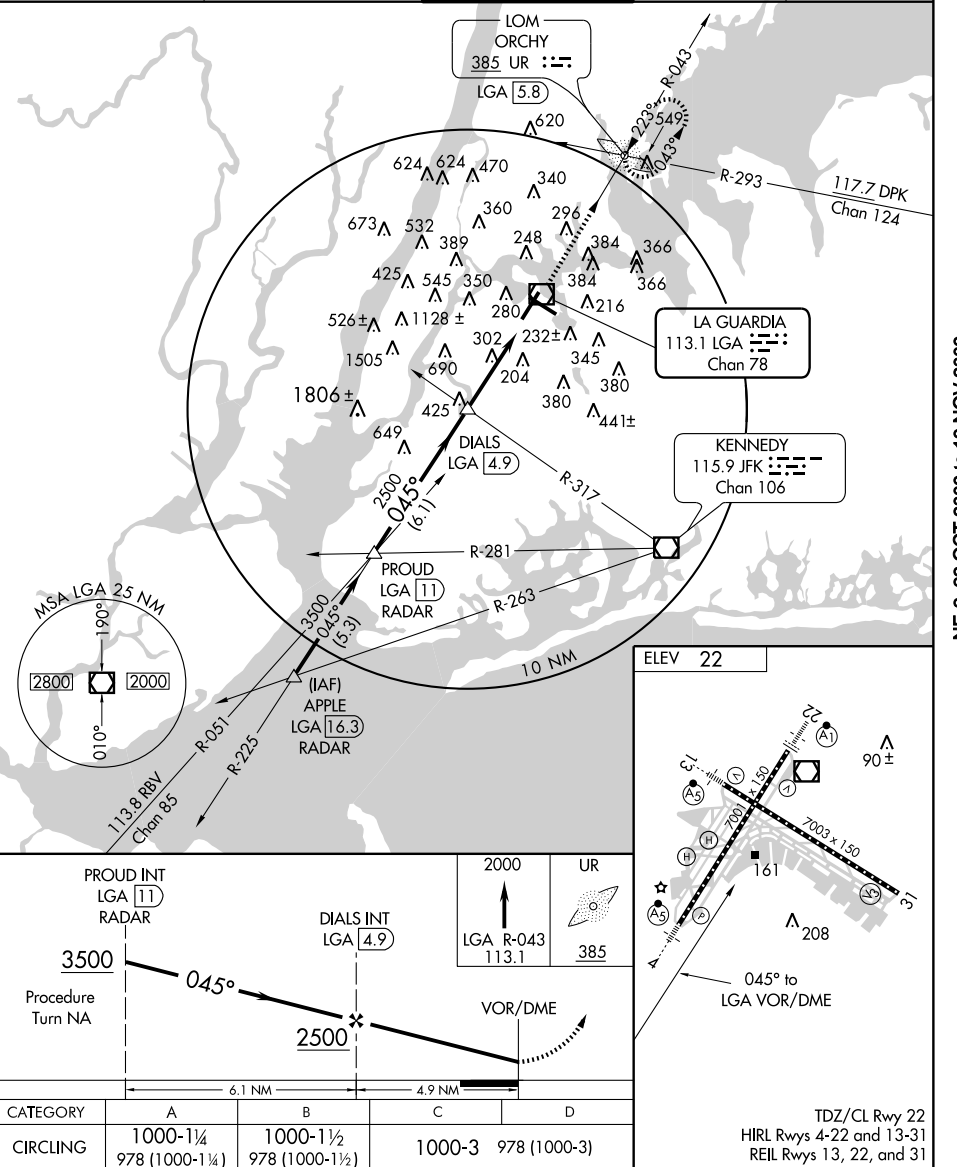
TDZ/CL Rwy 22
HIRL Rwy 4-22 and 13-31
REIL Rwy 13, 22, and 31

VE-2 22 OCT 2009 to 19 NOV 2009

▼
▲

MISSED APPROACH: Climb to 2000 via LGA VOR/DME
R-043 to ORCHY LOM/INT/LGA 5.8 DME and hold.

ATIS ARR 125.95 ATIS DEP 127.05	NEW YORK APP CON 120.8 263.0	LA GUARDIA TOWER 118.7 263.0	GND CON 121.7 263.0	CLNC DEL 135.2
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NE-2, 22 OCT 2009 to 19 NOV 2009

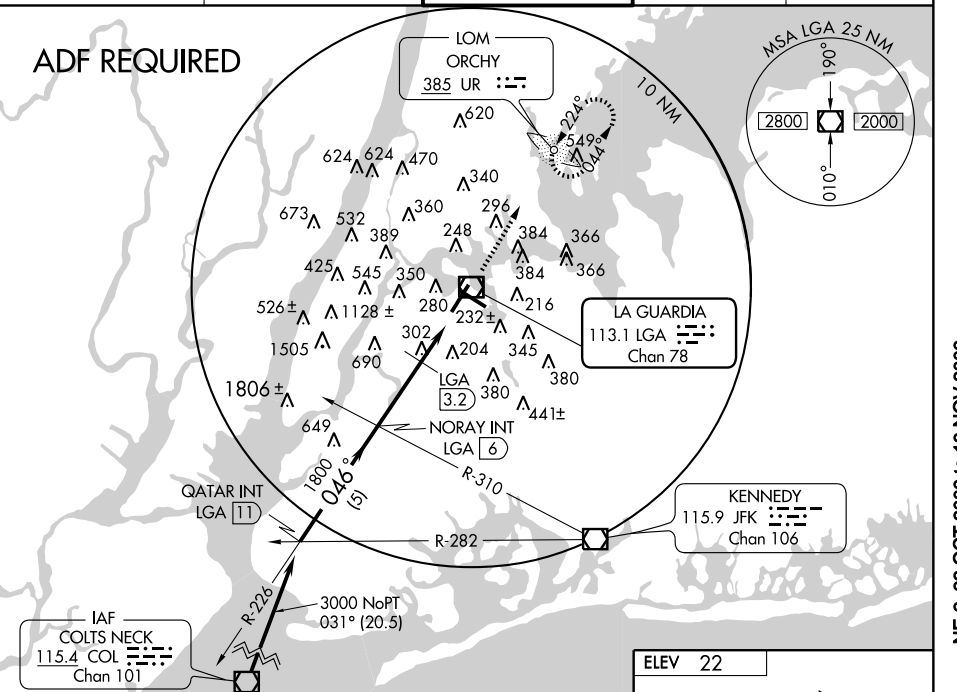
VOR/DME LGA	APP CRS	Rwy Idg	7001
113.1	046°	TDZE	22
Chan 78		Apt Elev	22

Inoperative table does not apply to Cats A and B.

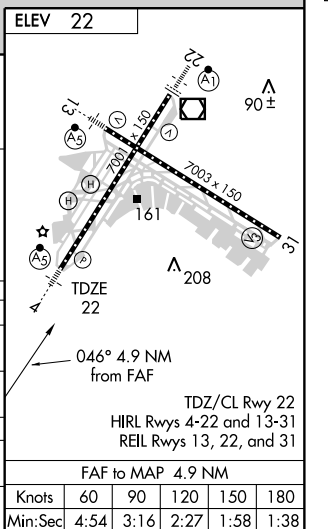
MALSR

MISSED APPROACH: Climb to 2000 direct ORCHY LOM and hold.

ATIS ARR	125.95	NEW YORK APP CON	120.8 263.0	LA GUARDIA TOWER	118.7 263.0	GND CON	121.7 263.0	CLNC DEL	135.2
ATIS DEP	127.05								



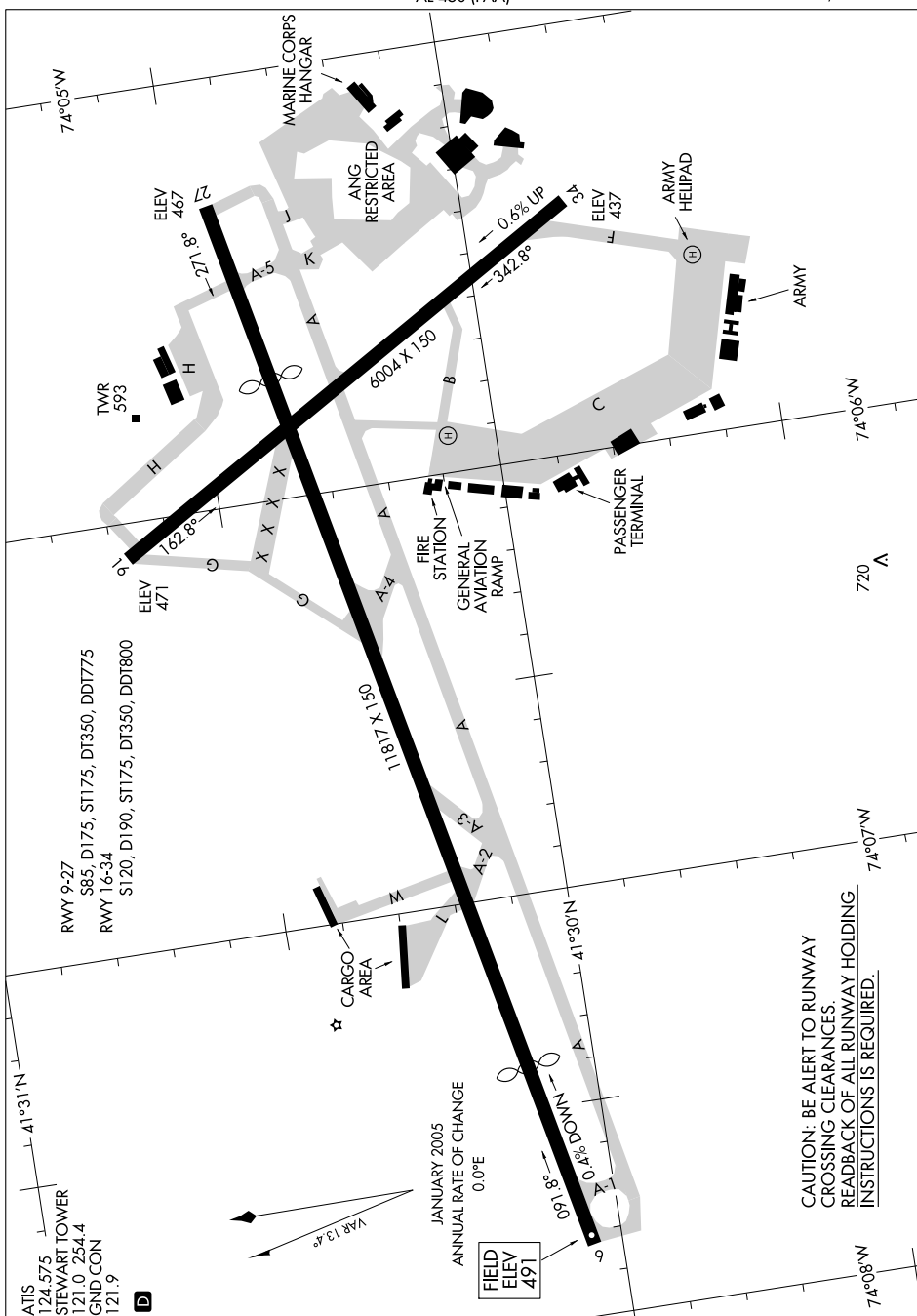
QATAR INT LGA 11				
3000				
046°				
1800				
3.33° TCH 52				
740				
5 NM				
2.8 NM				
2.1 NM				
CATEGORY	A	B	C	D
S-4	740/50	718 (800-1)	740-1½ 718 (800-1½)	740-1¾ 718 (800-1¾)
CIRCLING	740-1	718 (800-1)	740-2 718 (800-2)	740-2¼ 718 (800-2¼)
DME MINIMUMS				
S-4	560/50	538 (600-1)	560/60 538 (600-1¼)	
CIRCLING	580-1 558 (600-1)	600-1 578 (600-1)	620-1½ 598 (600-1½)	700-2¼ 678 (700-2¼)



AIRPORT DIAGRAM

AL-450 (FAA)

NEWBURGH/STEWART INTL (SWF)
NEWBURGH, NEW YORK



NE-2, 22 OCT 2009 to 19 NOV 2009

LOC I-SWF	APP CRS	Rwy Idg	8818
110.1	092°	TDZE	482
		Apt Elev	491

COPTER ILS or LOC RWY 9

NEWBURGH/STEWART INTL (SWF)

ALTIMETER REQUIRED



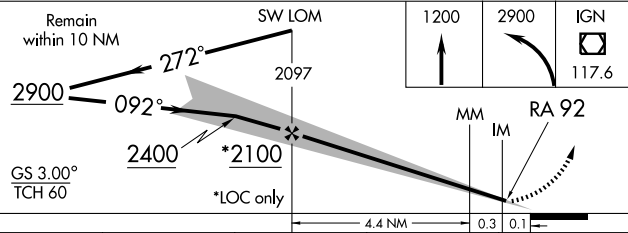
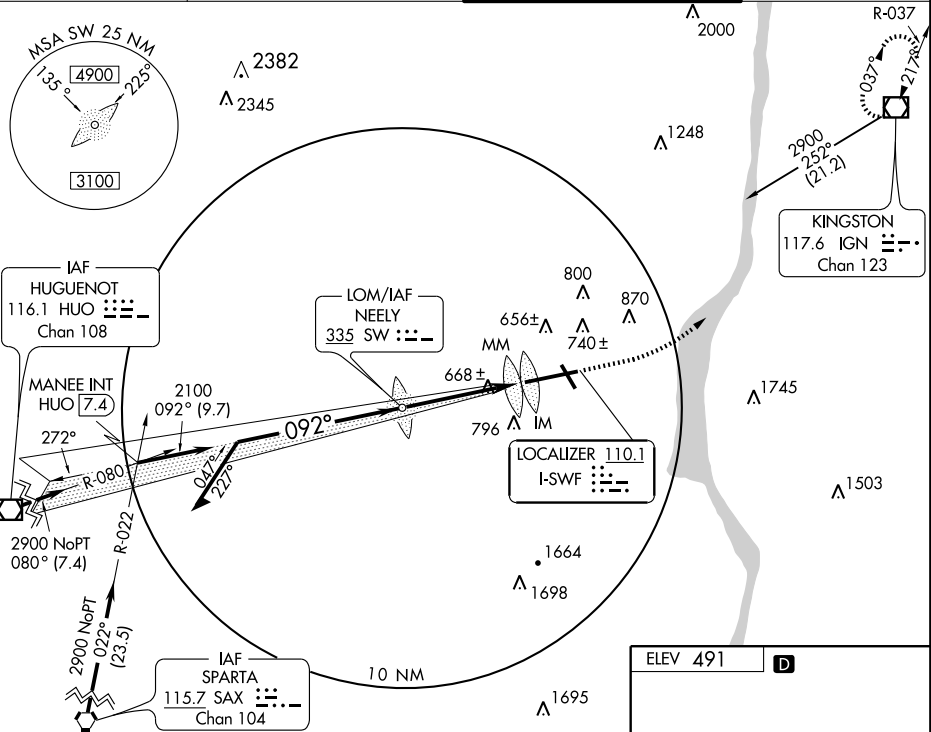
MISSED APPROACH: Climb to 1200, then climbing left turn to 2900 direct IGN VOR/DME and hold.

ATIS
124.575

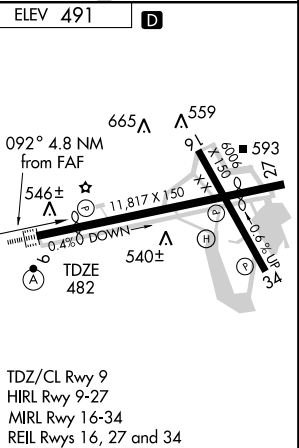
NEW YORK APP CON
132.75 363.1

STEWART TOWER
121.0 254.4

GND CON
121.9



CATEGORY	COPTER	B	C	D
H-ILS 9	582/12 100 RA 92		NA	
H-LOC 9	920/12 438 (500-1/4)		NA	



COPTER ILS CATEGORY II - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

FAF to MAP 4.8 NM					
Knots	45	60	75	90	105
Min:Sec	6:24	4:48	3:50	3:12	2:45

HUDSON ONE ARRIVAL

NEWBURGH, NEW YORK

NEW YORK APP CON

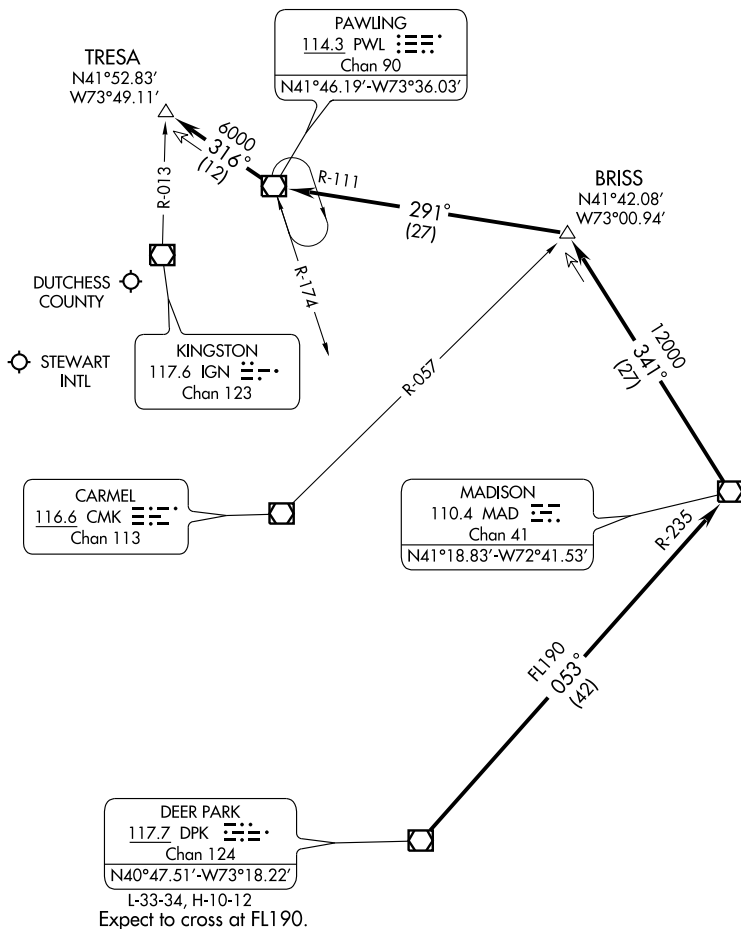
132.75 363.1

STEWART INTL ATIS

124.575

DUTCHESS COUNTY ATIS

126.75



NOTE: Chart not to scale.

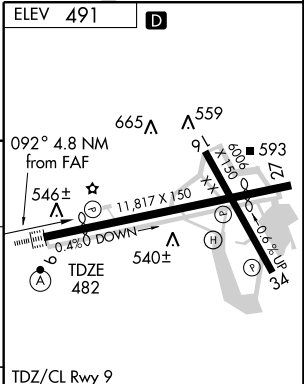
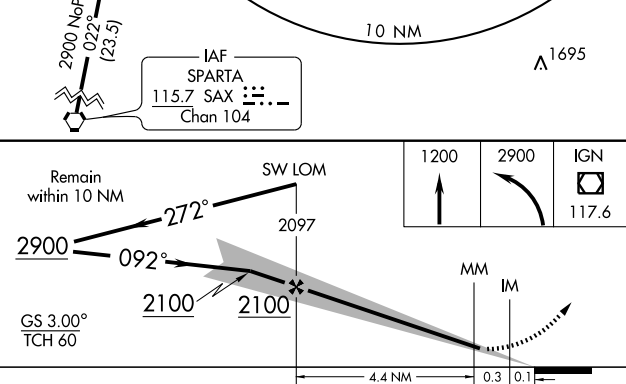
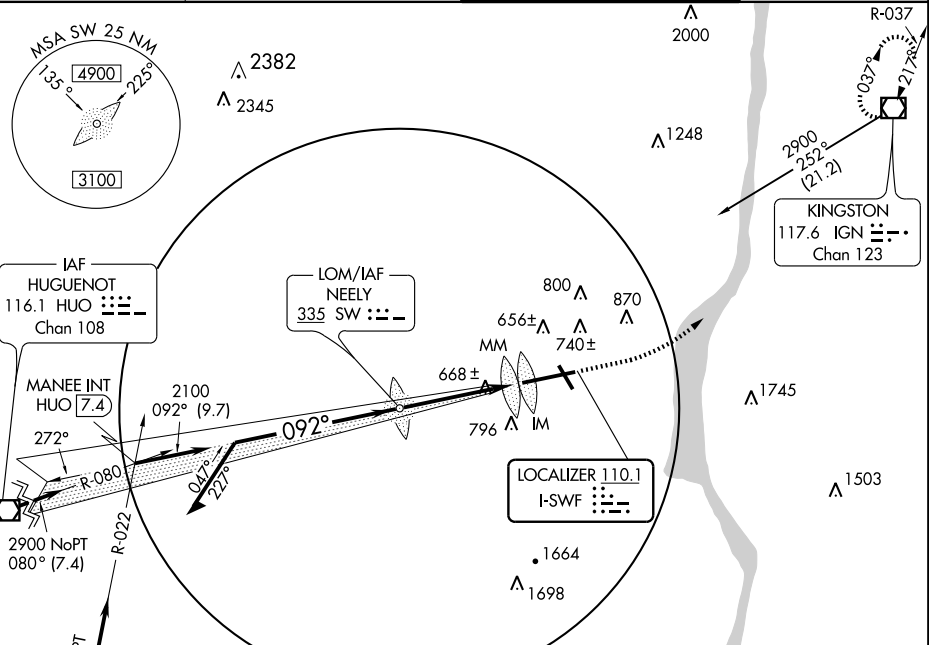
... From over DPK VOR/DME via DPK R-053 and MAD R-235 to MAD VOR/DME, then via MAD R-341 to BRISS INT, then via PWL R-111 to PWL VOR/DME, then via PWL R-316 to TRESA INT. Expect RADAR vectors to final approach course.

LOC I-SWF	APP CRS	Rwy Idg	8818
110.1	092°	TDZE	482
		Apt Elev	491

ILS or LOC RWY 9
NEWBURGH/STEWART INTL (SWF)

<div>▼ ▲</div>	ALSF-2 <div>▲ ■</div>	MISSED APPROACH: Climb to 1200, then climbing left turn to 2900 direct IGN VOR/DME and hold.
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ATIS 124.575	NEW YORK APP CON 132.75 363.1	STEWART TOWER 121.0 254.4	GND CON 121.9
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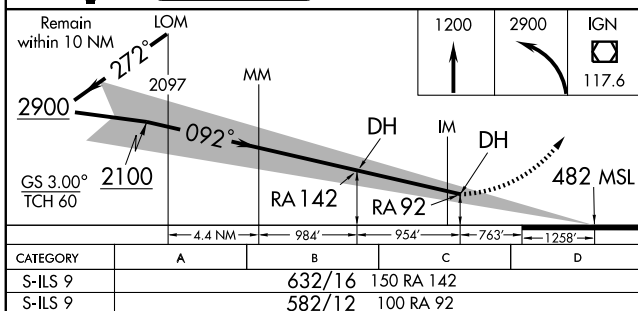
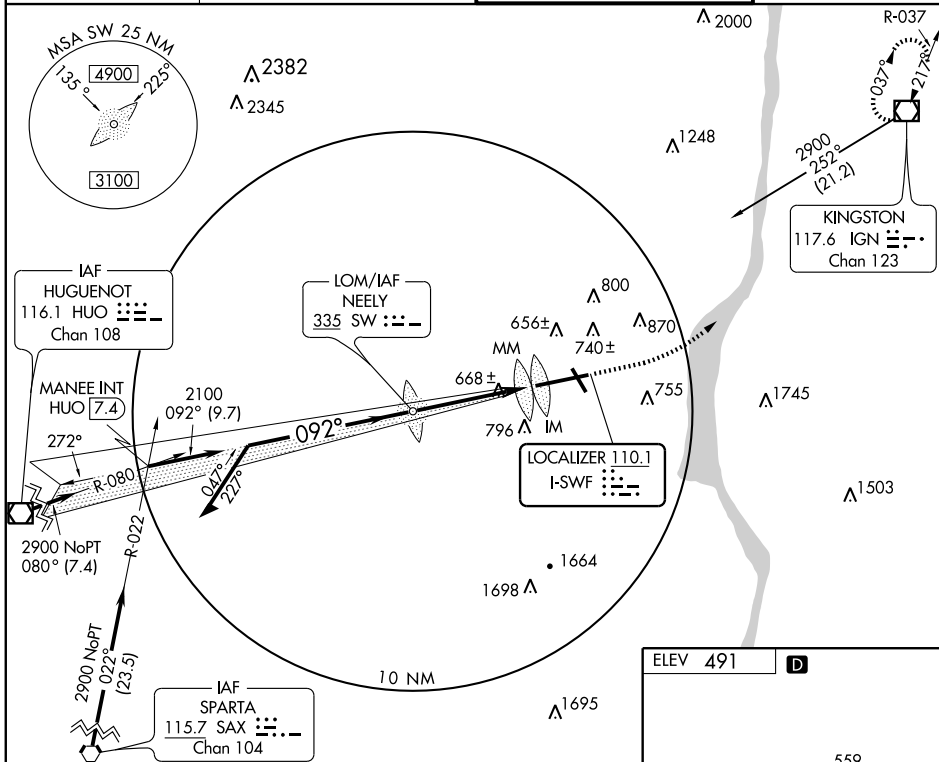


CATEGORY	A	B	C	D	HIRL Rwy 9-27 MIRL Rwy 16-34 REIL Rwys 16, 27 and 34					
S-ILS 9	682/18 200 (200-½)									
S-LOC 9	920/24 438 (500-½)		920/40 438 (500-¾)	920/50 438 (500-1)	FAF to MAP 4.8 NM					
CIRCLING	1040-1 549 (600-1)		1100-1¾ 609 (700-1¾)	1100-2 609 (700-2)	Knots	60	90	120	150	180
					Min:Sec	4:48	3:12	2:24	1:55	1:36

LOC I-SWF <u>110.1</u>	APP CRS 092°	Rwy Idg 8818 TDZE 482 Apt Elev 491
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ILS RWY 9 (CAT II)
NEWBURGH/STEWART INTL (SWF)

	ALSF-2 		MISSED APPROACH: Climb to 1200, then climbing left turn to 2900 direct IGN VOR/DME and hold.	
	ATIS 124.575	NEW YORK APP CON 132.75 363.1	STEWART TOWER 121.0 254.4	GND CON 121.9



CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwy 16, 27 and 34

LOC/DME I-JKH <u>109.95</u> Chan 36 (Y)	APP CRS 272°	Rwy Idg 9818 TDZE 468 Apt Elev 491
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ILS RWY 27

NEWBURGH/STEWART INTL (SWF)

T	Inoperative table does not apply.
A	

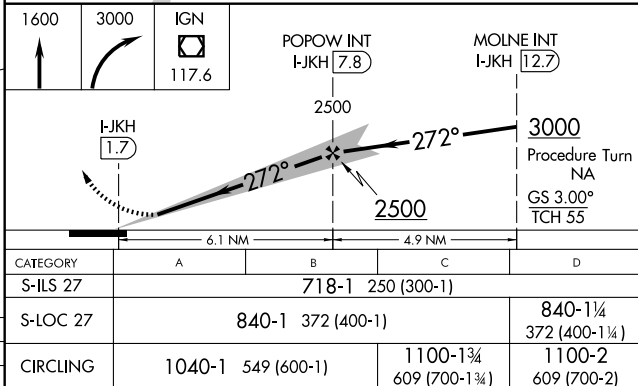
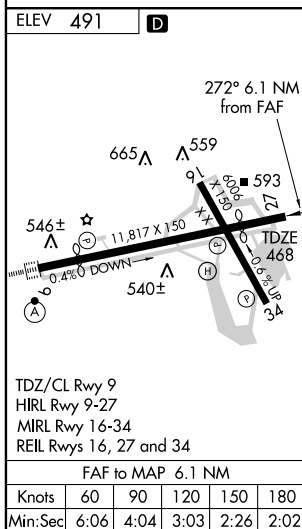
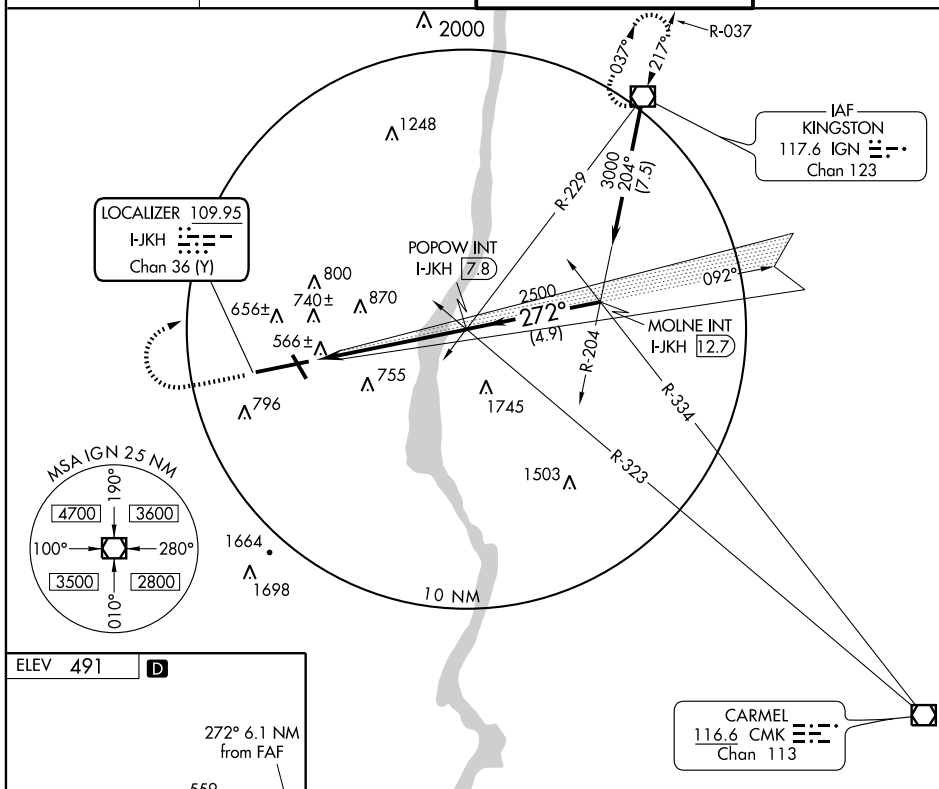
MISSED APPROACH: Climb to 1600, then climbing right turn to 3000 direct IGN VOR/DME and hold.

ATIS
124,575

NEW YORK APP CON
132.75 363.1

STEWART TOWER
121.0 254.4

GND CON
121.9



GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F).

ALSIF-2

MISSED APPROACH: Climb to 3000 direct ETUGE WP and hold.

ATIS 124.575	NEW YORK APP CON 132.75 363.1	STEWART TOWER 121.0 254.4	GND CON 121.9
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CATEGORY	A	B	C	D
GLS PA DA	NA			
RNAV/VNAV DA	980/60 498 (500-1¼)			
RNAV MDA	980/24 498 (500-½)	980/40 498 (500-¾)	980/50 498 (500-1)	
CIRCLING	1040-1¼ 549 (600-1¾)	1100-1¾ 609 (700-1¾)	1100-2 609 (700-2)	

NE-2, 22 OCT 2009 to 19 NOV 2009

▽

△ NA

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

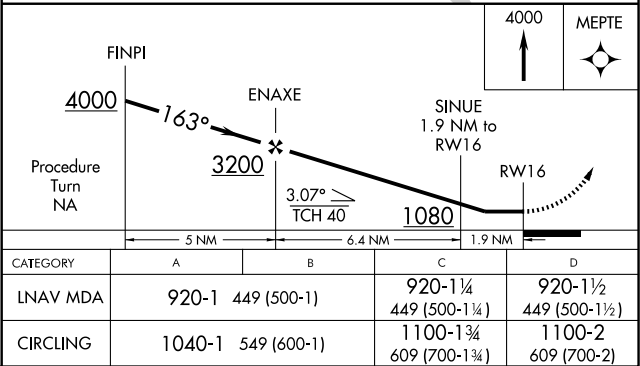
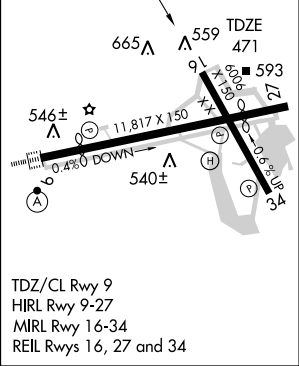
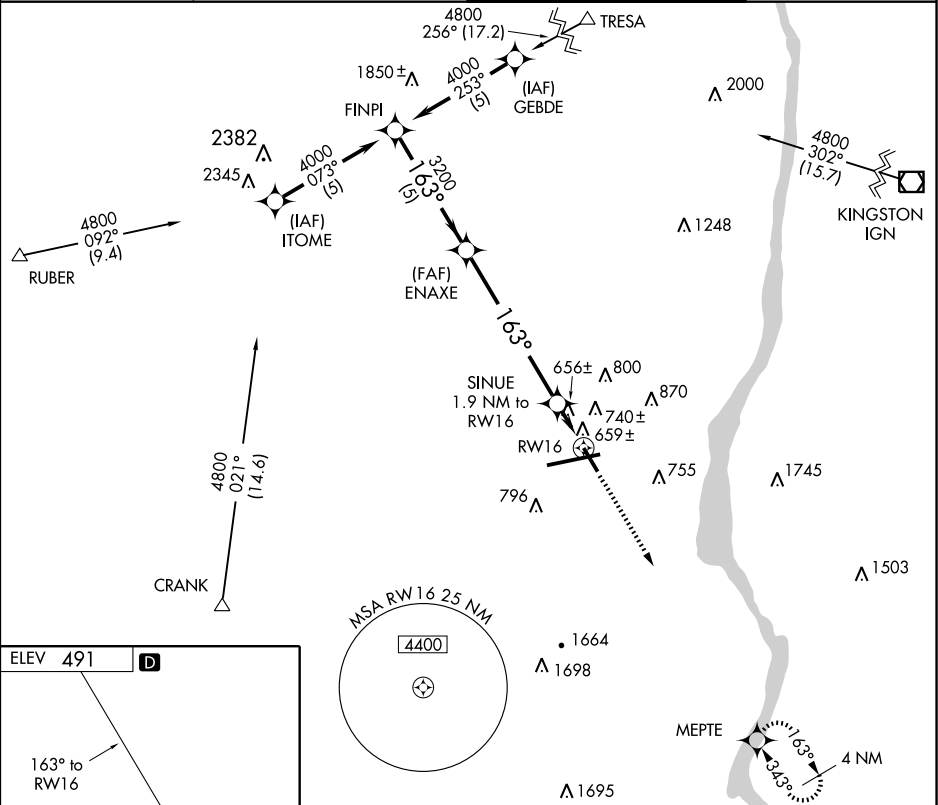
MISSED APPROACH: Climb to 4000
direct MEPTT WP and hold.

ATIS
124.575

NEW YORK APP CON
132.75 363.1

STEWART TOWER
121.0 254.4

GND CON
121.9



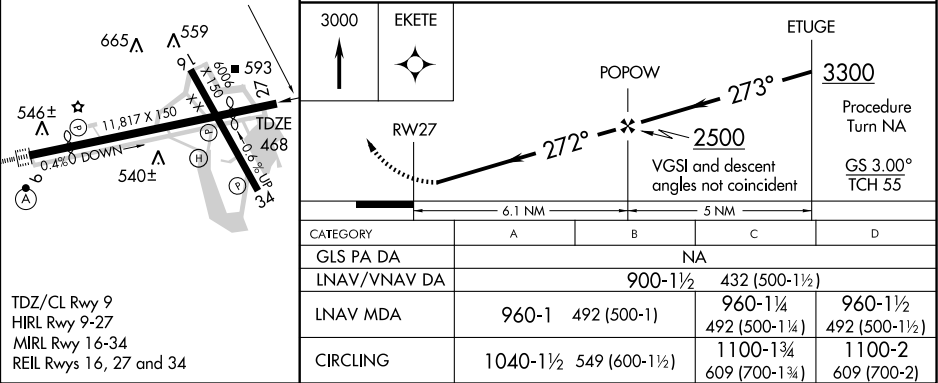
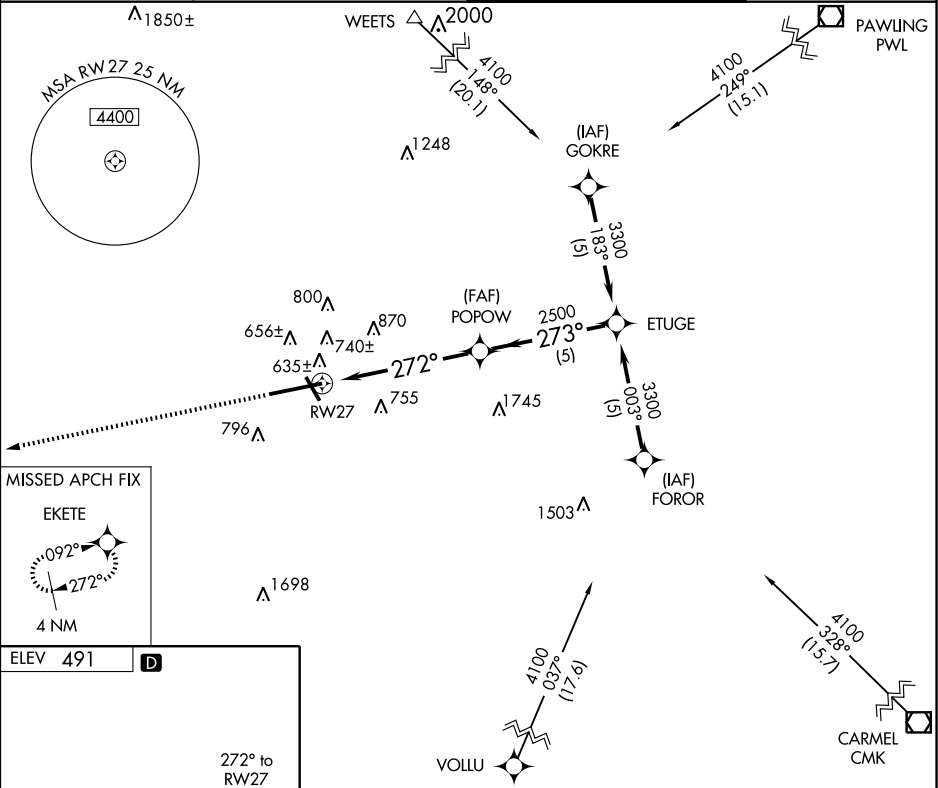
GPS or RNP-0.3 required.

DME/DME RNP-0.3 NA.

BARO-VNAV NA below -15°C (5°F).

MISSED APPROACH: Climb to 3000 direct EKETE WP and hold.

ATIS 124.575	NEW YORK APP CON 132.75 363.1	STEWART TOWER 121.0 254.4	GND CON 121.9
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APP CRS	Rwy Idg	5606
343°	TDZE	462
	Apt Elev	491

RNAV (GPS) RWY 34

NEWBURGH/STEWART INTL (SWF)



A NA

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

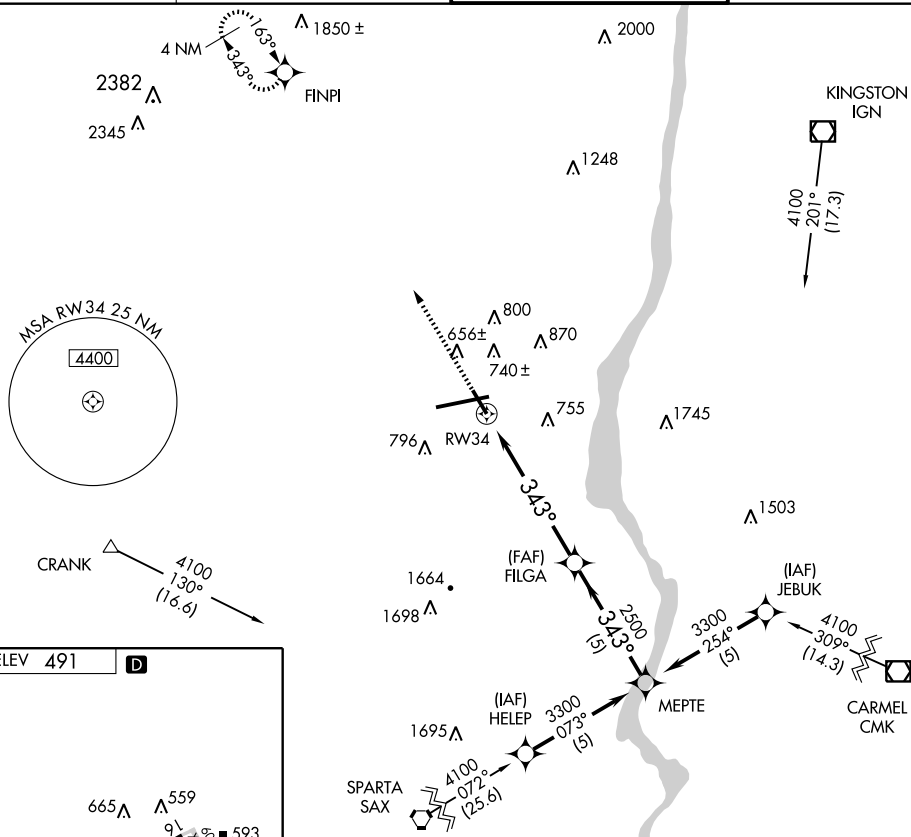
MISSED APPROACH: Climb to 4000
direct FINPI WP and hold.

ATIS
124.575

NEW YORK APP CON
132.75 363.1

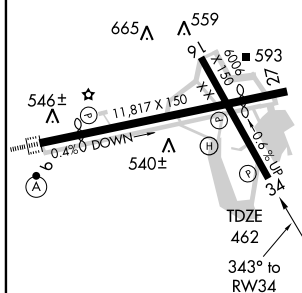
STEWART TOWER
121.0 254.4

GND CON
121 9

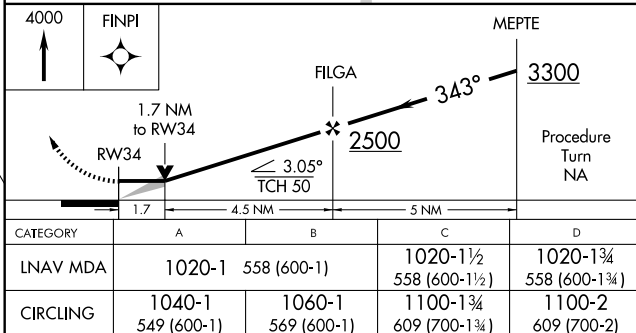


NE-2. 22 OCT 2009 to 19 NOV 2009

ELEV	491
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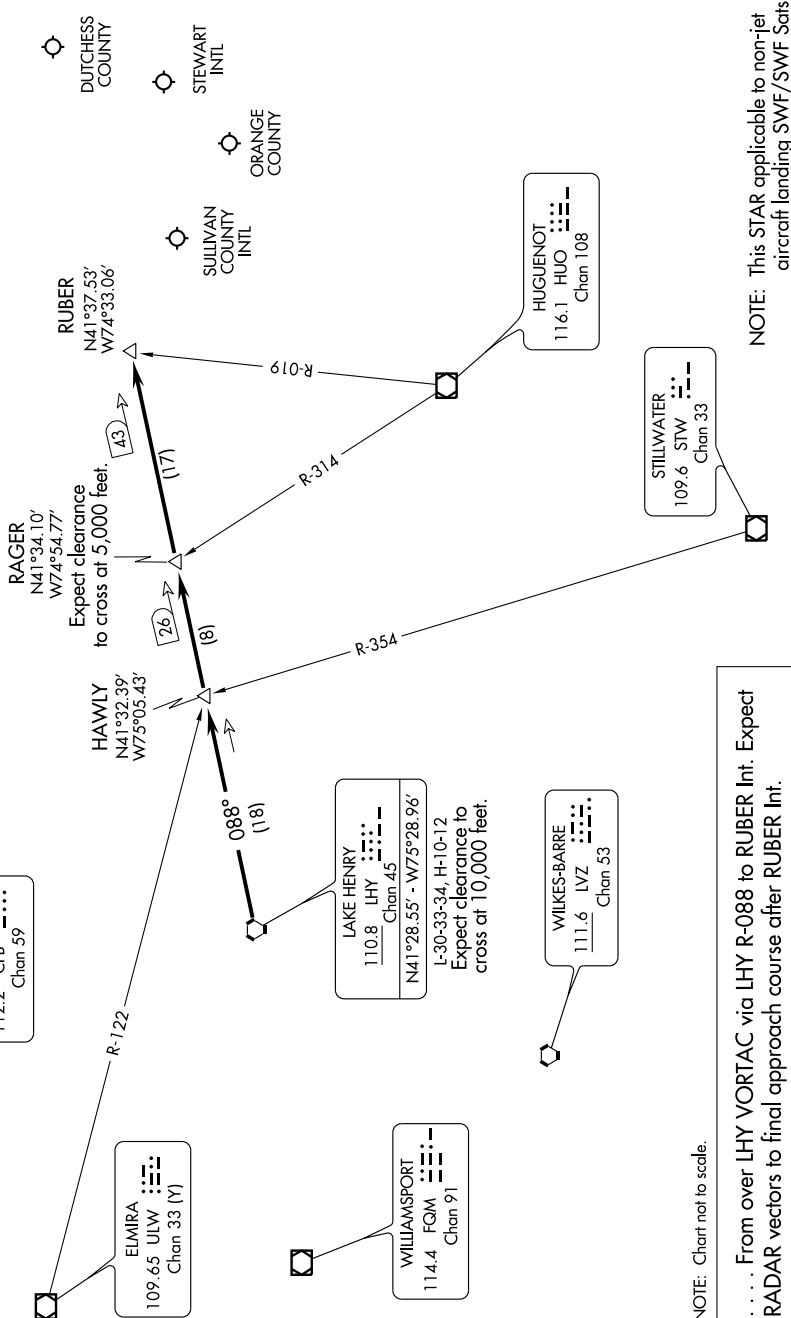
TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwy 16, 27 and 34



RUBER ONE ARRIVAL

NEWBURGH, NEW YORK

NEW YORK APP CON 132.75 363.1
 STEWART INTL ATIS 124.575
 SULLIVAN COUNTY INTL AWOS-3 134.025
 ORANGE COUNTY ASOS 119.275
 DUTCHESS COUNTY ATIS 126.75



STEWART FIVE DEPARTURE

SL-450 (FAA)

NEWBURGH/STEWART INTL (SWF)
NEWBURGH, NEW YORK

STEWART TOWER

121.0 254.4

NEW YORK DEP CON

132.75 363.1

CAUTION: Glider activity
between airport and
WEARD INT.

HANCOCK
116.8 HNK
Chan 115
N42°03.78'-W75°18.98'
L-30-33, H-10-12

LAKE HENRY
110.8 LHY
Chan 45
N41°28.55'
W75°28.96'
L-30-33-34, H-10-12

HUGUENOT
116.1 HUO
Chan 108
N41°24.58'
W74°35.50'
L-33-34, H-10-12

NOTE: HUO, COATE, VALRE,
HIDAL, BRISS, LOVES for aircraft
filing Tower Enroute Control 5000'
and below.

SOLBERG
112.9 SBJ
Chan 76
N40°34.98'-W74°44.51'
L-33-34, H-10-12

LANNA
N40°33.58'
W75°01.66'
L-33-34,
H-10-12

NOTE: WHITE for aircraft
planned to operate 10000'
and above.

BIGGY
N40°25.18'
W74°58.36'
L-33-34, H-10-12

WHITE
N40°00.41'
W74°15.08'
L-34, H-10-12

PAWLING
114.3 PWL
Chan 90
N41°46.19'
W73°36.03'
L-33-34, H-10-12

WEARD
N41°45.73'
W74°31.50'
L-33-34

VALRE
N41°26.12'
W73°52.90'
L-33-34

HIDAL
N42°15.84'
W73°29.89'
L-33-34

STUBY
N41°54.13'
W73°26.23'
L-33-34

BRISS
N41°42.08'
W73°00.94'
L-33-34

LOVES
N41°32.33'
W73°29.29'
L-33-34

KINGSTON
117.6 IGN
Chan 123
N41°39.93'
W73°49.33'
L-33-34, H-10-12

HARTFORD
114.9 HFD
Chan 96
N41°38.46'-W72°32.86'
L-33-34, H-10-12

NOTE: HFD for aircraft
planned 9000' and below.

COLTS NECK
115.4 COL
Chan 101
N40°18.70'-W74°09.59'
L-34, H-10-12

TAKE-OFF MINIMUMS

Rwy 9: Standard with ATC climb of 225' per NM to 2700.

Rwy 16: Standard with minimum obstacle climb of 255' per NM to 2000,
ATC climb of 300' per NM to 2000.

Rwy 27: 300-1 or Standard with minimum climb of 366' per NM to 800.

Rwy 34: 300-1¼ or Standard with minimum climb of 503' per NM to 800.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-2, 22 OCT 2009 to 19 NOV 2009



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climb heading 092° to 2000, then turn left heading 080°, maintain 3000. Thence

TAKE-OFF RUNWAY 16: Climb heading 163° to 2000, then turn right heading 250°, maintain 3000. Thence

TAKE-OFF RUNWAY 27: Climb heading 272° to 3000. Thence

TAKE-OFF RUNWAY 34: Climb heading 343° to 3000. Thence

. . . . via radar vectors to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

LOST COMMUNICATIONS: If radio contact is not established/lost within 2 minutes after departure, proceed on course and climb to 5000'. Ten minutes after departure, climb to filed altitude/flight level.

TAKE-OFF OBSTACLES

Rwy 9: Trees beginning 730' from DER, 23' left of centerline, up to 66' AGL/566' MSL.
Bush 172' from DER, 193' left of centerline, up to 43' AGL/483' MSL.

Rwy 16: Trees 785' from DER, 461' left of centerline, up to 86' AGL/466' MSL. Trees beginning 1254' from DER, 563' right of centerline, up to 112' AGL/492' MSL.

Rwy 27: Trees beginning 685' from DER, 525' left of centerline, up to 23' AGL/543' MSL. Fence 430' from DER, 528' left of centerline, 19' AGL/ 529' MSL.
Middle Marker 701' from DER, on rwy centerline, 5' AGL/ 515' MSL.

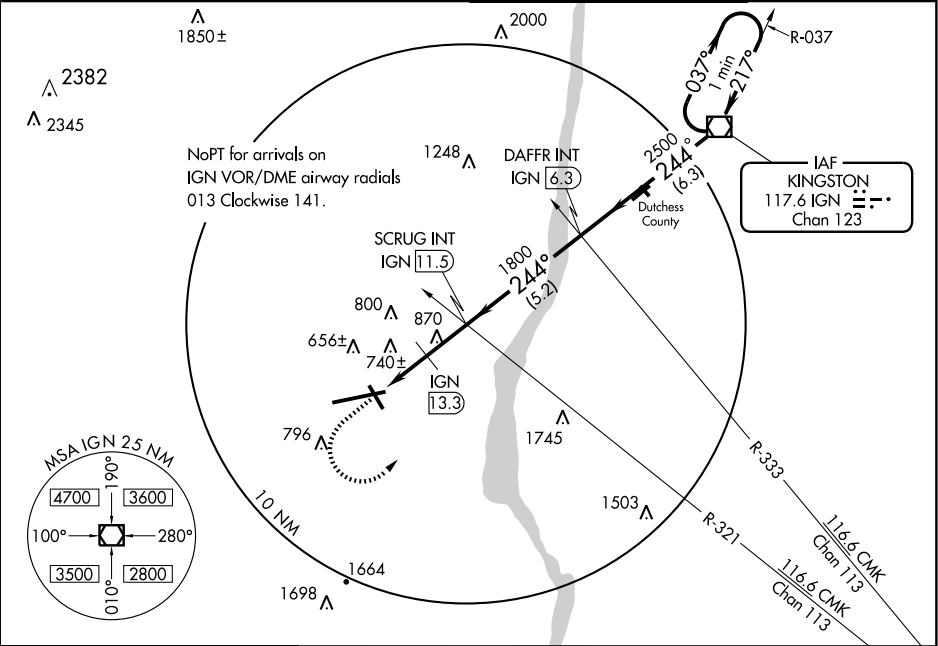
Rwy 34: Trees beginning 608' from DER, 21' left of centerline, up to 91' AGL/611' MSL.
Terrain and Trees beginning 77' from DER, 71' right of centerline, up to 92' AGL/612' MSL.

▼

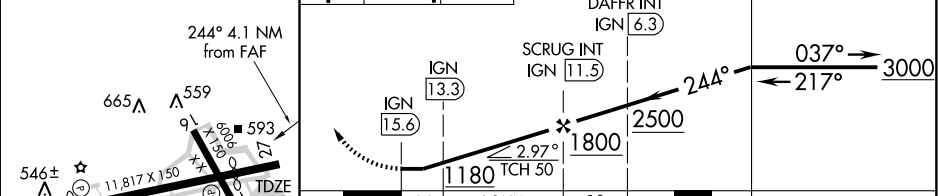
▲

MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 direct IGN VOR/DME and hold.

ATIS 124.575	NEW YORK APP CON 132.75 363.1	STEWART TOWER 121.0 254.4	GND CON 121.9
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ELEV 491	D	1200	3000	IGN 117.6
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CATEGORY	A	B	C	D
S-27	1180-1 699 (700-1)		1180-2 699 (700-2)	1180-2 1/4 699 (700-2 1/4)
CIRCLING	1180-1 689 (700-1)		1180-2 689 (700-2)	1180-2 1/4 689 (700-2 1/4)
DME MINIMUMS				
S-27	980-1 499 (500-1)		980-1 1/4 499 (500-1 1/4)	980-1 1/2 499 (500-1 1/2)
CIRCLING	1040-1 549 (600-1)		1100-1 3/4 609 (700-1 3/4)	1100-2 609 (700-2)

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

TDZ/CL Rwy 9

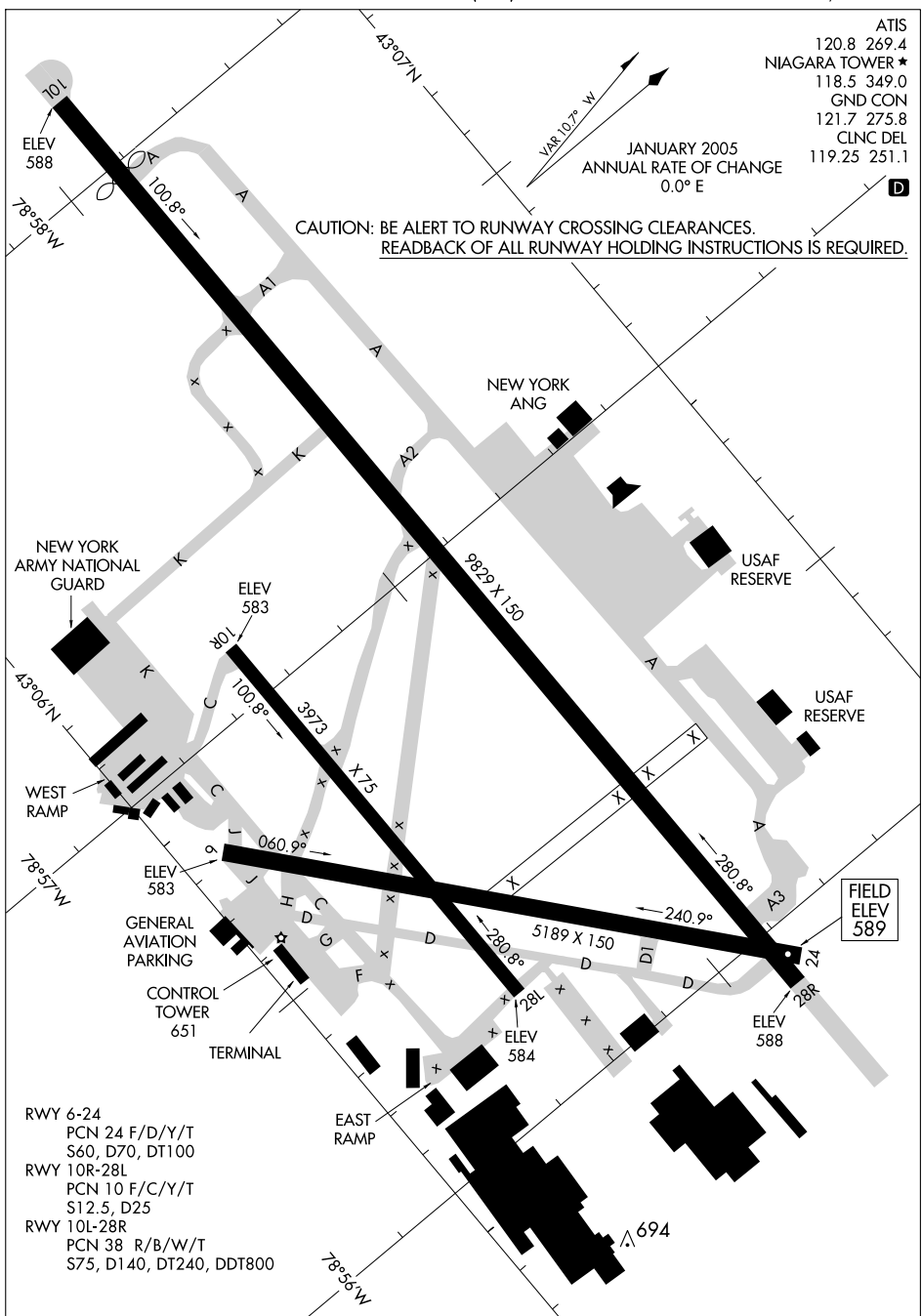
HIRL Rwy 9-27

MIRL Rwy 16-34

REIL Rwy 16, 27 and 34

AIRPORT DIAGRAM

AL-614 (FAA)

 NIAGARA FALLS INTL (IAG)
 NIAGARA FALLS, NEW YORK


NE-2, 22 OCT 2009 to 19 NOV 2009

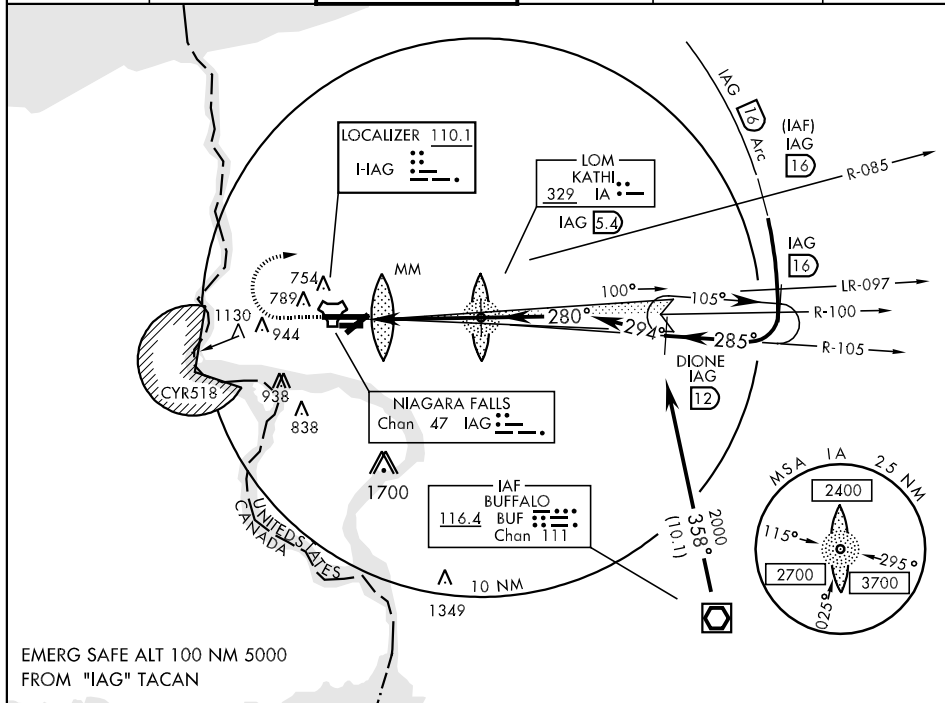
LOC I-AG 110.1	APP CRS 280°	Rwy Idg TDZE Arprt Elev	9129 588 590
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AL-614 [USAF]

NIAGARA FALLS INTL (KIAG)

	MISSED APPROACH: Climb to 1200 then climbing right turn to 3200 via heading 075° to intercept and proceed CW on 16 DME Arc then via IAG R-105 to DIONE/IAG 12 DME and hold.				
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ATIS 120.8 269.4	BUFFALO APP CON 126.5 317.6	NIAGARA TOWER ★ 118.5 (CTAF) 0 349.0	GND CON 121.7 275.8	CLNC DEL 119.25 251.1	UNICOM 122.95
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1200	3200	CW IAG 16 Arc Chan 47	KATHI LOM 5.4	DIONE R-105 12
↑	Hdg 075°		Intcp Lczt	2000
TACAN 1.3	MM		1763	294°
			1800 (LOC)	280°
			GS 2.50°	TCH 66
			0.6	3.5 NM
CATEGORY	A	B	C	D
S-ILS 28R	788/24	200	(200-½)	
S-LOC 28R	900/24	312	(400-½)	900/40 312 (400-¾)
CIRCLING	1100-1 510	(600-1)	1100-1½ 510 (600-1½)	1180-2 590 (600-2)

ELEV 590

Rwy 10L Idg 9129'

280° 4.1 NM
from LOM

Rwy 28R Idg 9129'

TDZE 588

624

9829 x 150

3973 x 75

181

668

622

TWR 651

REIL Rwy 6, 10R, 24 and 28L

HIRL Rwy 10L-28R



MIRL Rwy 6-24 and 10R-28L

LOC FAF to MAP 4.1 NM

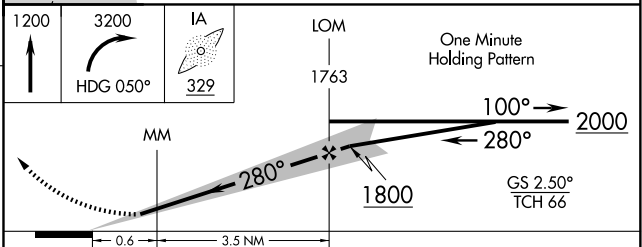
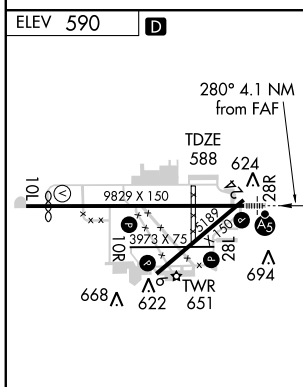
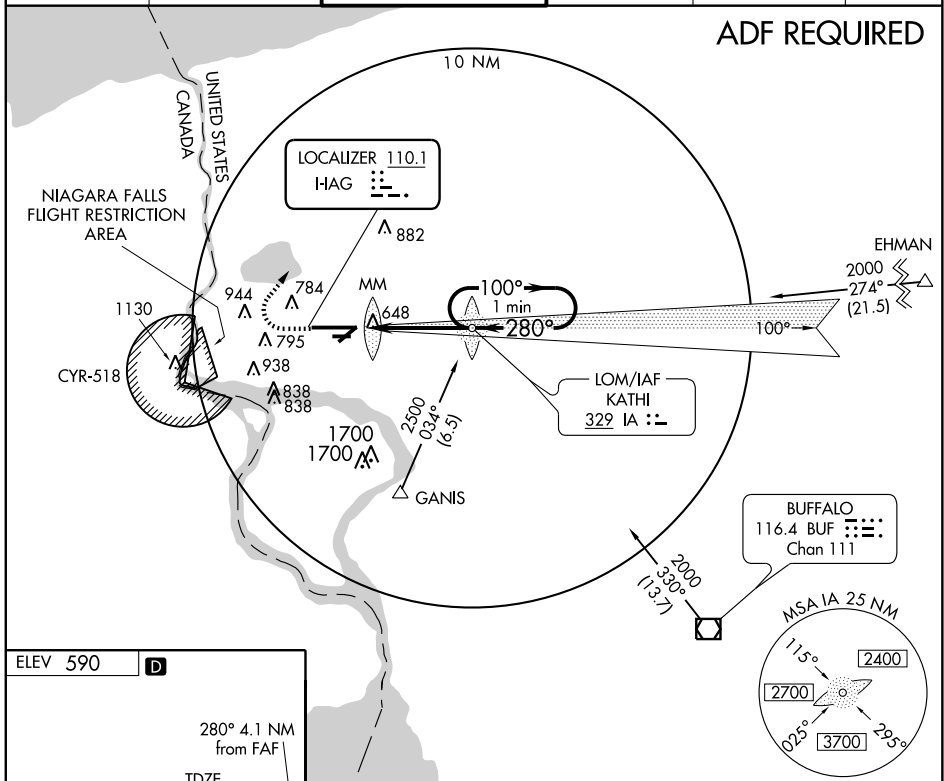
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

LOC I-AG <u>110.1</u>	APP CRS 280°	Rwy Idg 9129 TDZE 588 Apt Elev 590
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ILS or LOC RWY 28R
NIAGARA FALLS INTL (IAG)

				MISSED APPROACH: Climb to 1200, then climbing right turn to 3200 via heading 050°, then direct 1A LOM and hold.	
ATIS 120.8 269.4	BUFFALO APP CON 126.5 317.6	NIAGARA TOWER ★ 118.5 (CTAF) 0 349.0	GND CON 121.7 275.8	CLNC DEL 119.25 251.1	UNICOM 122.95

ADF REQUIRED



REIL Rwy 6, 10R, 24, and 28L ①	CATEGORY		A	B	C	D
HIRL Rwy 10L-28R ①	S-ILS 28R		788/24 200 (200-½)			
MIRL Rwy 6-24 and 10R-28L ①	S-LOC 28R		900/24 312 (400-½)			900/40 312 (400-¾)
FAF to MAP 4.1 NM						
Knots	60	90	120	150	180	
Min:Sec	4:06	2:44	2:03	1:38	1:22	
	CIRCLING		1100-1 510 (600-1)		1100-1½ 510 (600-1½)	1180-2 590 (600-2)

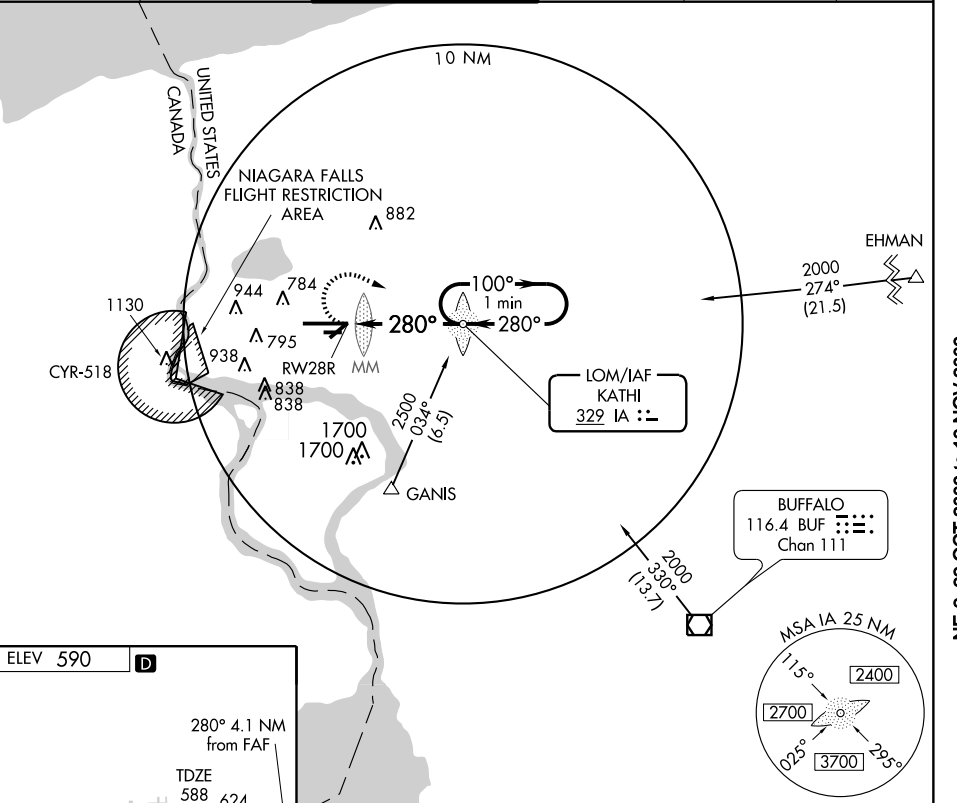
▼

▲ NA

MALSR

MISSED APPROACH: Climbing right turn to 3200 direct IA LOM and hold.

ATIS 120.8 269.4	BUFFALO APP CON 126.5 317.6	NIAGARA TOWER★ 118.5 (CTAF) 0 349.0	GND CON 121.7 275.8	CLNC DEL 119.25 251.1	UNICOM 122.95
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ELEV 590

280° 4.1 NM from FAF

TDZE 588

624

10R

9829 X 150

3973 X 75

2518

181

28L

668

622

651

694

TWR

REIL Rwy 6, 10R, 24, and 28L

HIRL Rwy 10L-28R

MIRL Rwy 6-24 and 10R-28L

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

3200

IA

329

LOM

One Minute Holding Pattern

100° → 2000

← 280°

1800

4.1 NM

RW28R

CATEGORY	A	B	C	D
S-28R	1000/40 412 (500-¾)			1000/50 412 (500-1)
CIRCLING	1100-1 510 (600-1)		1100-1½ 510 (600-1½)	1180-2 590 (600-2)

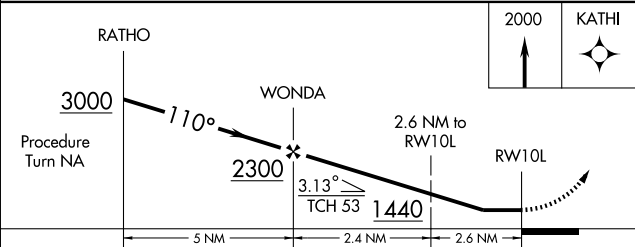
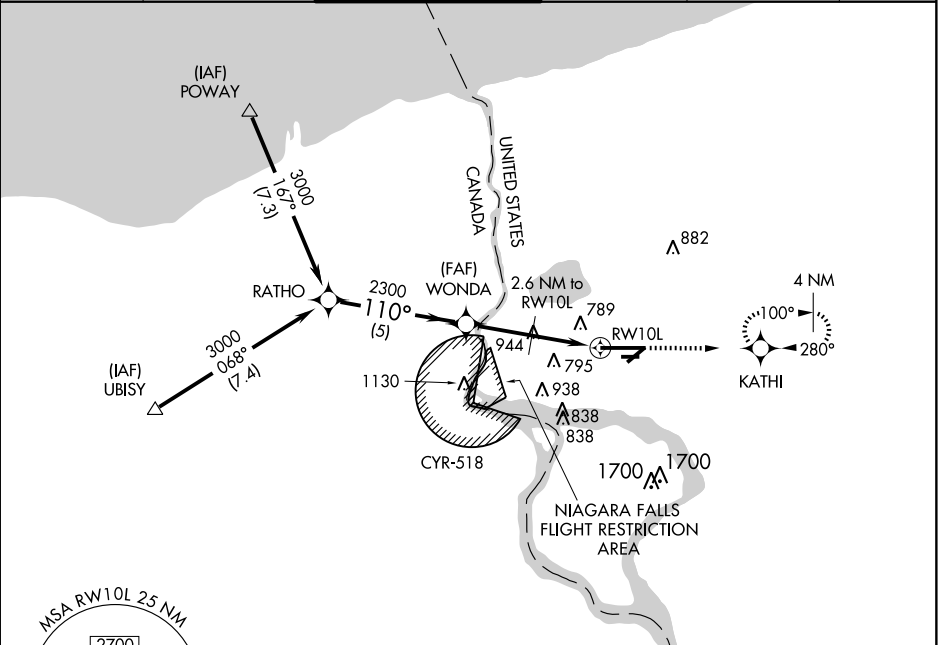
NE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	9129
110°	TDZE	589
	Apt Elev	590

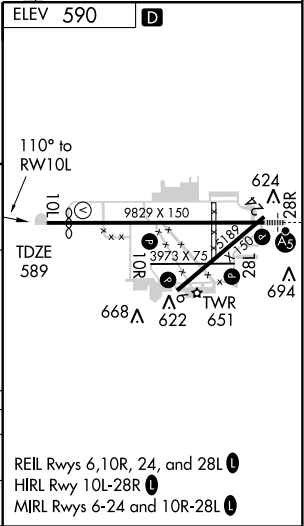
RNAV (GPS) RWY 10L

NIAGARA FALLS INTL (IAG)

GPS or RNP-0.3 required. DME/DME RNP -0.3 NA.		MISSED APPROACH: Climb to 2000 direct KATHI WP and hold.		
ATIS	BUFFALO APP CON	NIAGARA TOWER ★	GND CON	CLNC DEL
120.8 269.4	126.5 317.6	118.5 (CTAF) 0 349.0	121.7 275.8	UNICOM 122.95



CATEGORY	A	B	C	D
LNAV MDA	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1040-1½ 451 (500-1½)	1040-1½ 451 (500-1½)
CIRCLING	1100-1 510 (600-1)	1100-1½ 510 (600-1½)	1180-2 590 (600-2)	1180-2 590 (600-2)



APP CRS	Rwy Idg	4205
014°	TDZE	1023
	Apt Elev	1025

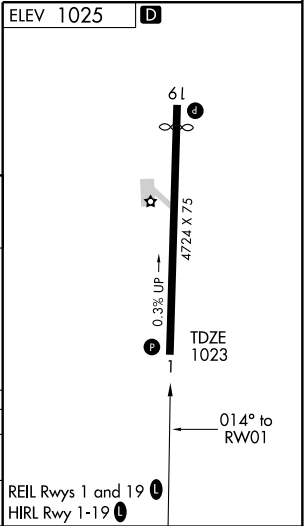
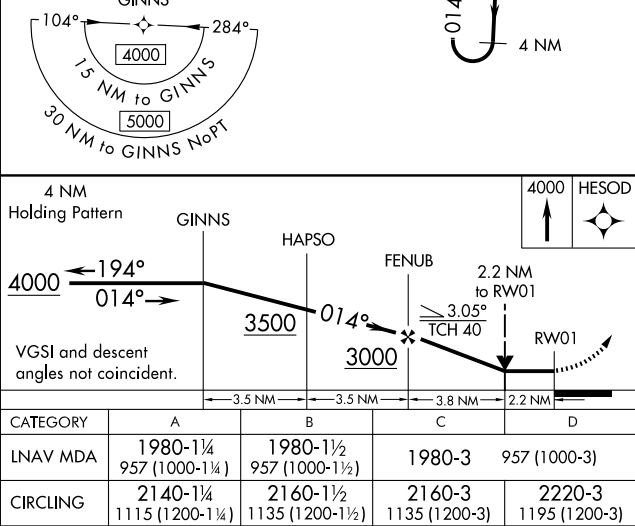
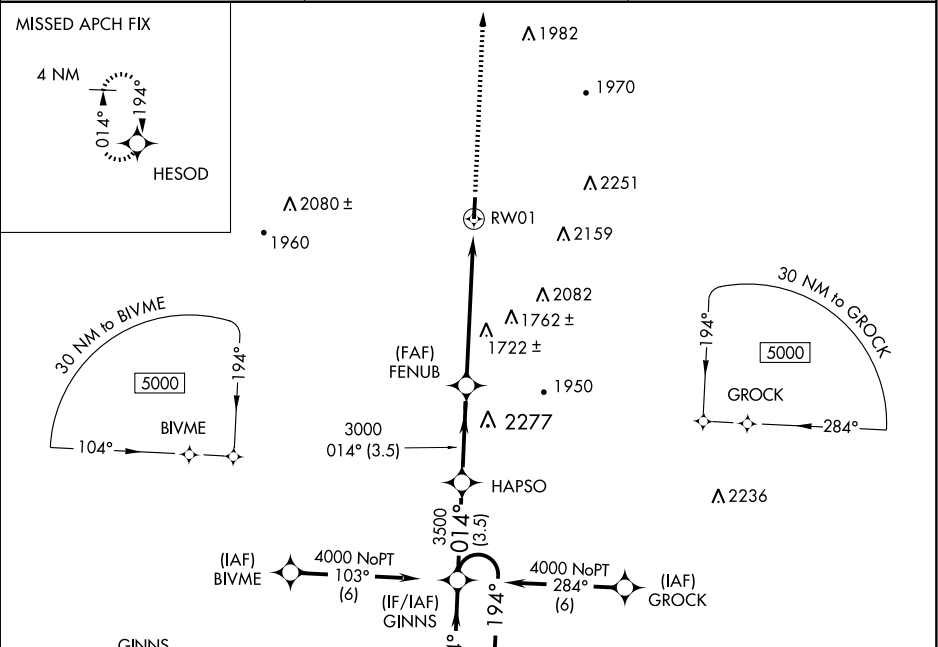
RNAV (GPS) RWY 1

NORWICH / LT. WARREN EATON (OIC)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
⚠ NA When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 160 feet.
VDP NA when using Binghamton altimeter setting.

MISSED APPROACH: Climb to 4000 direct HESOD and hold.

AWOS-3 119.025	BOSTON CENTER 133.25 279.5	UNICOM 122.8 (CTAF) 0
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APP CRS	Rwy Idg	4205
194°	TDZE	1025
	Apt Elev	1025

RNAV (GPS) RWY 19

NORWICH / LT. WARREN EATON (OIC)

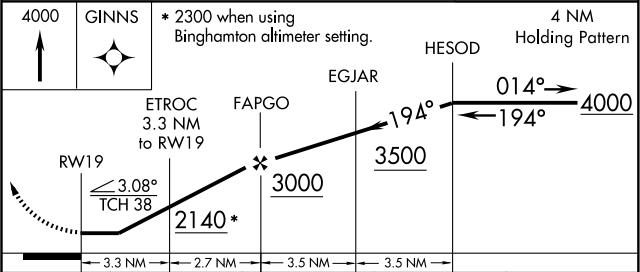
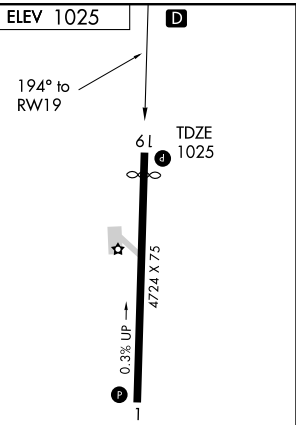
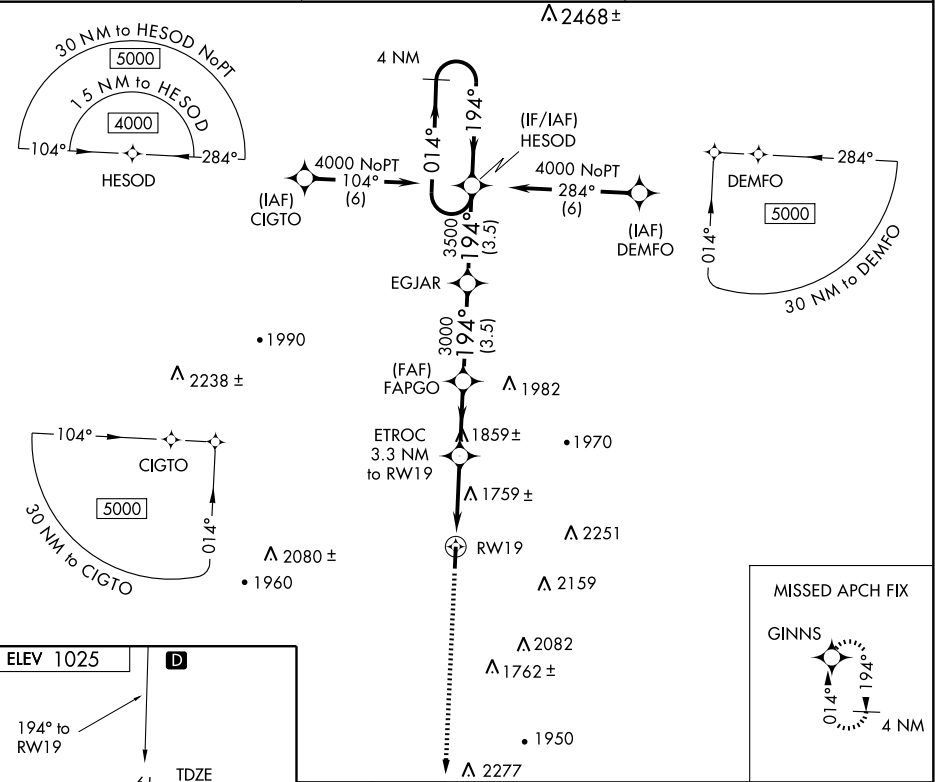
▼

▲ NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 160 feet.
Cat D straight-in minima NA when using Binghamton altimeter setting.

MISSED APPROACH: Climb to 4000 direct GINNS and hold.

AWOS-3 119.025	BOSTON CENTER 133.25 279.5	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	2020-1¼ 995 (1000-1¼)	2020-1½ 995 (1000-1½)	2020-3	995 (1000-3)
CIRCLING	2140-1¼ 1115 (1200-1¼)	2160-1½ 1135 (1200-1½)	2160-3 1135 (1200-3)	2220-3 1195 (1200-3)

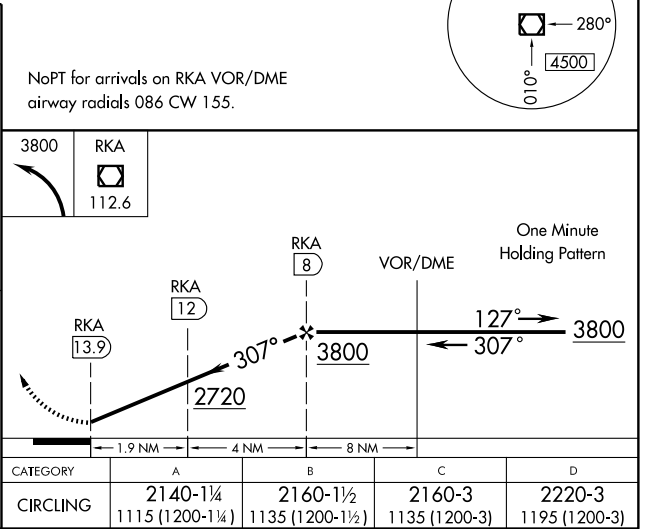
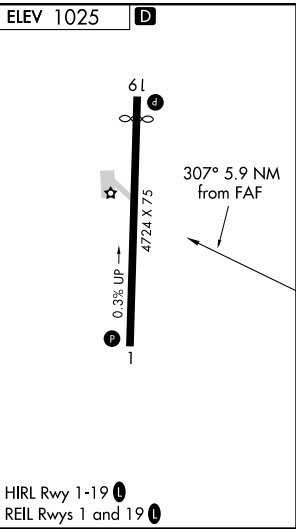
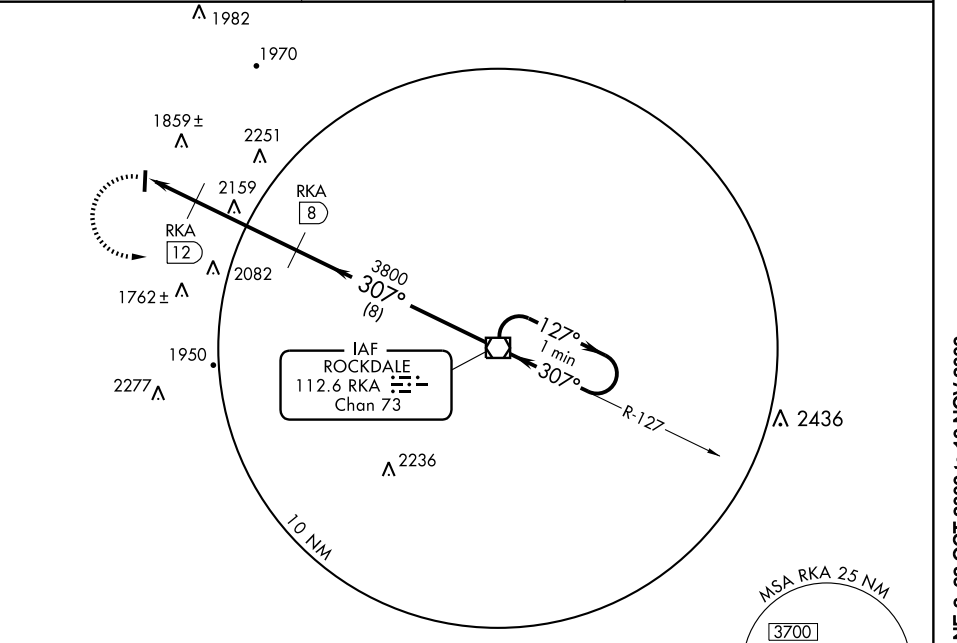
▼

▲ NA

If local altimeter setting not received, use Greater Binghamton altimeter setting and increase all MDAs 160 feet.

MISSED APPROACH: Climbing left turn to 3800, direct RKA VOR/DME and hold.

AWOS-3 119.025	BOSTON CENTER 133.25 279.5	UNICOM 122.8 (CTAF) 0
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LOC/DME I-OGS <u>110.7</u> Chan 44	APP CRS 269°	Rwy Idg 5200 TDZE 297 Apt Elev 297
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LOC RWY 27
OGDENSBURG INTL (OGS)

NA Circling to Rwy 9 NA at night. Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Massena altimeter setting and increase all MDA 100 feet, S-27 Cats C and D and Circling Cats B/C/D visibility $\frac{1}{2}$ mile.

MALS

A₄ —

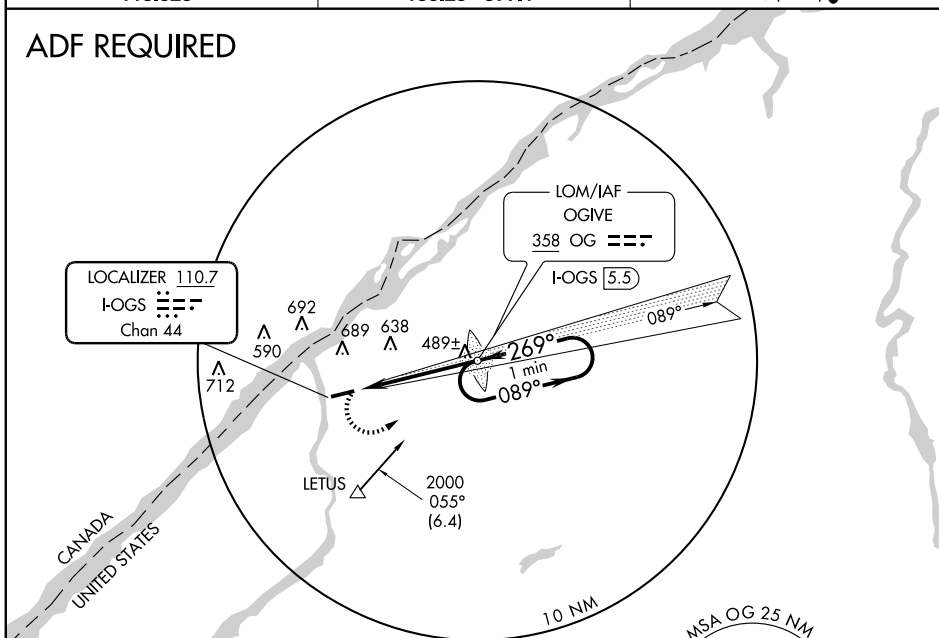
MISSED APPROACH:
Climbing left turn to 2000
direct OGI VE LOM and hold.

AWOS-3
118.525

BOSTON CENTER
135.25 377.1

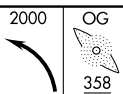
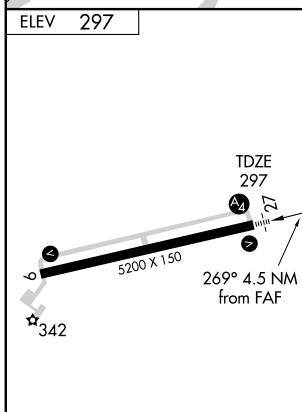
UNICOM
122.8 (CTAF) **L**

ADF REQUIRED



ELEV 297

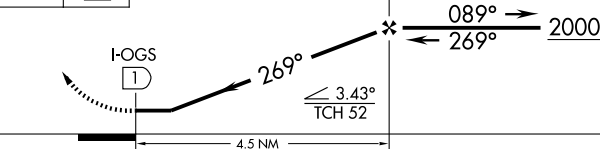
1278
A



VGSI and descent angles
not coincident.

LOM
I-OGS 5.5

One Minute Holding Pattern

HIRL Rwy 9-27

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

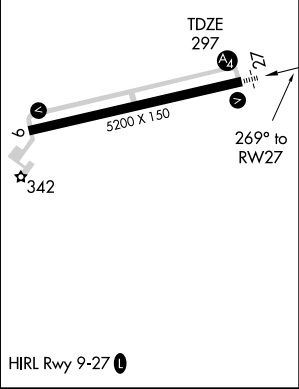
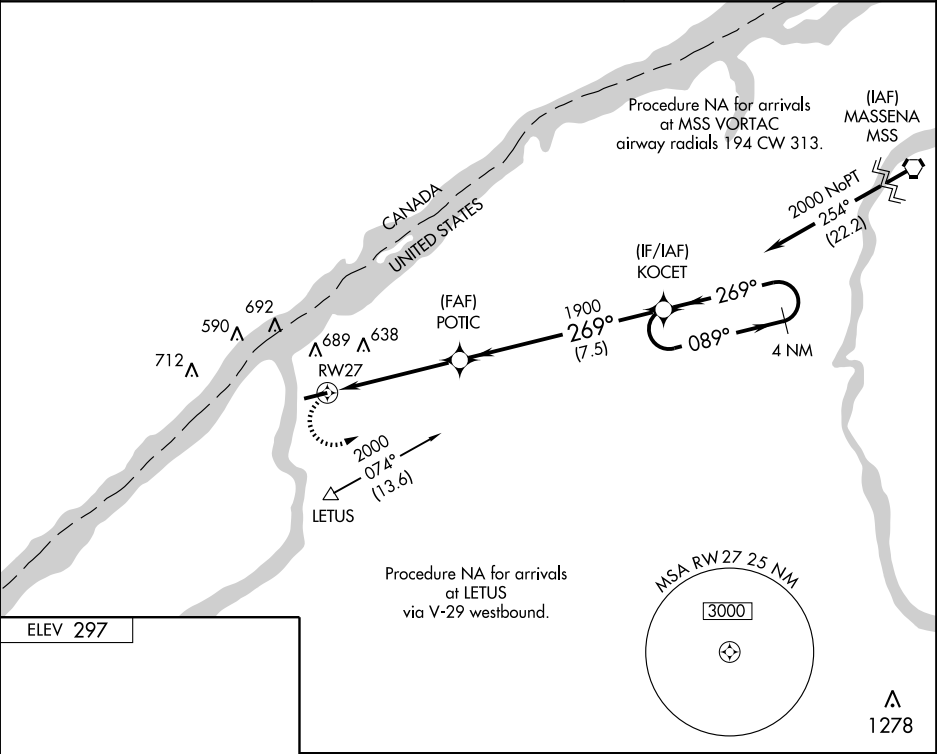
CATEGORY	A	B	C	D
S-27	740-1 443 (500-1)		740-1½ 443 (500-1¼)	740-1½ 443 (500-1½)
CIRCLING	740-1 443 (500-1)	1000-1 703 (800-1)	1000-2 703 (800-2)	1000-2½ 703 (800-2¼)

APP CRS	Rwy Idg	5200
269°	TDZE	297
	Apt Elev	297

RNAV (GPS) RWY 27
OGDENSBURG INTL (OGS)

<p>▼ NA</p> <p>DME/DME RNP-0.3 NA. When VGSI inoperative, procedure NA at night. Inoperative table does not apply. When local altimeter setting not received use Massena altimeter setting and increase all MDA 100 feet and LNAV Cat C and D visibility ¼ mile and Circling Cat B, C, and D visibility ¼ mile.</p>	<p>MALS</p> <p>A1</p> <p>MISSED APPROACH: Climbing left turn to 2000 direct KOCET WP and hold.</p>
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AWOS-3 118.525	BOSTON CENTER 135.25 377.1	UNICOM 122.8 (CTAF) 0
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2000

KOCET

CATEGORY	A	B	C	D
LNAV MDA	780 - 1 483 (500-1)		780-1¼ 483 (500-1¼)	780-1½ 483 (500-1½)
CIRCLING	780-1 483 (500-1)	1000-1 703 (800-1)	1000-2 703 (800-2)	1000-2¼ 703 (800-2¼)

LOC I-OLE <u>109.3</u>	APP CRS 223°	Rwy Idg TDZE Apt Elev	4600 2132 2135
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LOC RWY 22

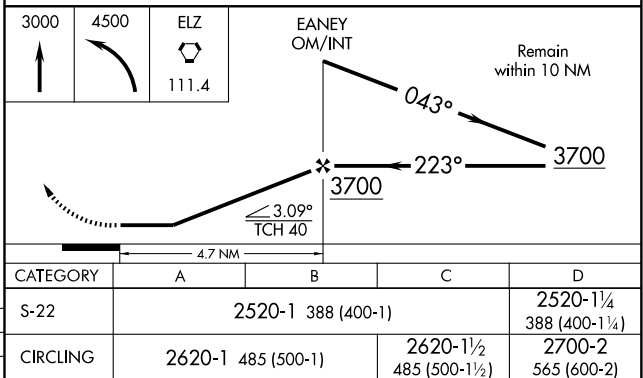
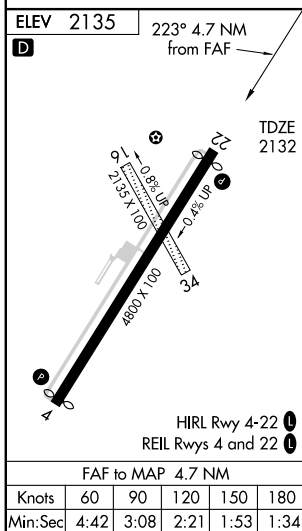
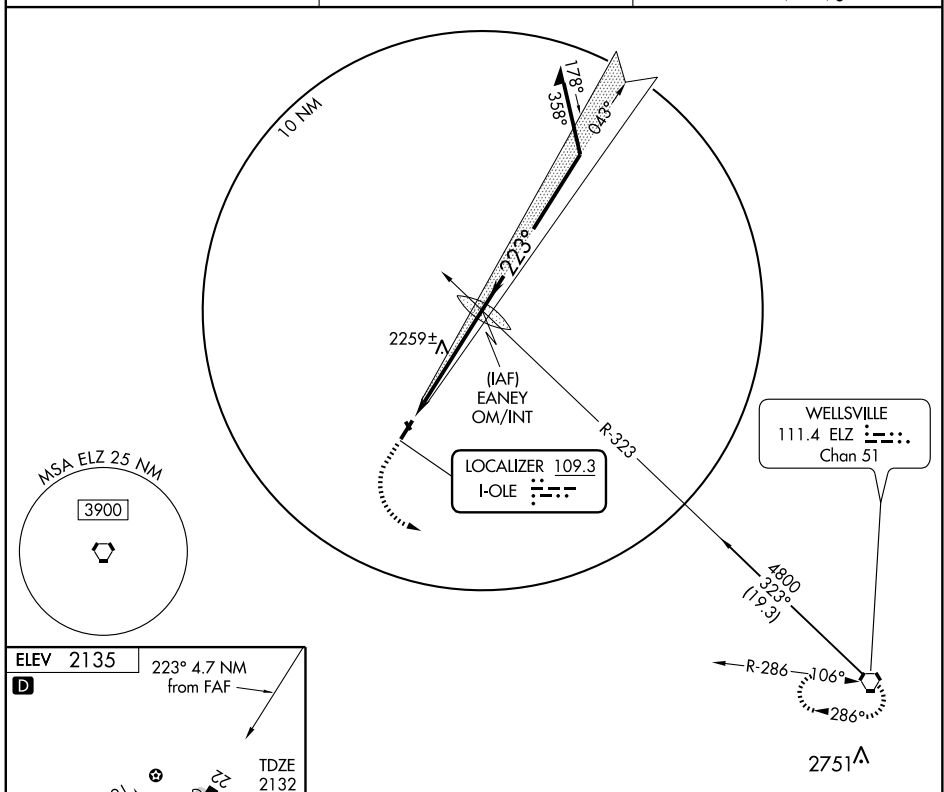
OLEAN / CATTARAUGUS COUNTY-OLEAN (OLE)

▼	When VGSI inop, straight-in/circling Rwy 22 procedure NA at night.
▲ NA	When local altimeter setting not received, use Bradford, PA altimeter setting and increase all MDAs 80 feet and S-22 Cat C and D visibility $\frac{1}{4}$ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 then climbing left turn to 4500 direct ELZ VORTAC and hold.

AWOS-3
118.375

CLEVELAND CENTER
124.325 353.850

UNICOM
122.8 (CTAF) **L**

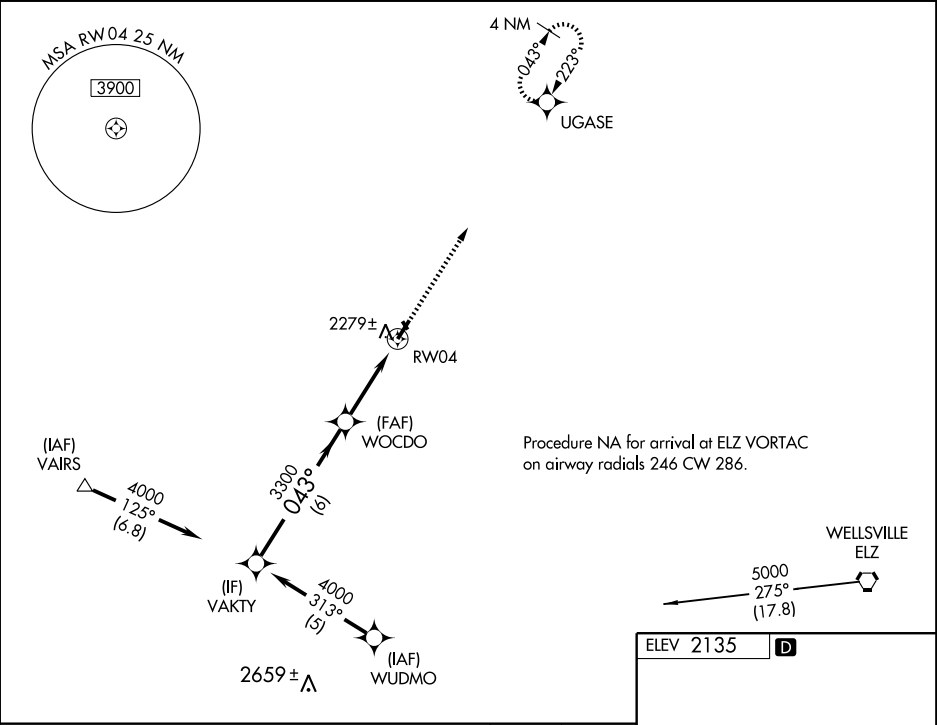
WAAS CH 53401 W04A	APP CRS 043°	Rwy Idg TDZE Apt Elev	4700 2132 2135
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RNAV (GPS) RWY 4

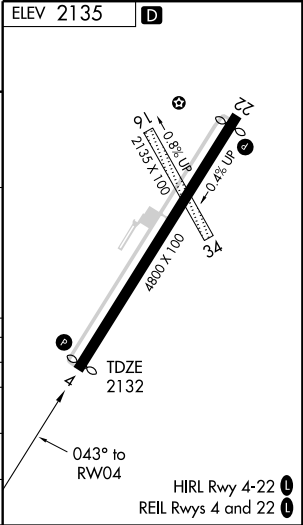
OLEAN / CATTARAUGUS COUNTY-OLEAN (OLE)

<div><div><div>▼</div><div>▲ NA</div><div>W</div></div><div>DME/DME RNP-0.3 NA. When VGSI inop, circling Rwy 22 NA at night. If local altimeter setting not received, use Bradford, PA altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). VDP and Baro-VNAV NA when using Bradford, PA altimeter setting.</div></div>	MISSED APPROACH: Climb to 4000 direct UGASE and hold.
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AWOS-3 118.375	CLEVELAND CENTER 124.325 353.850	UNICOM 122.8 (CTAF) 
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	VAKTY	WOCDO	RW04	4000	UGASE
	4000	3300	2700	↑	★
Procedure Turn NA	043°	GS 3.00° TCH 40	*1.2 NM to RW04		
	6 NM	2.3 NM	1.2		
CATEGORY	A	B	C	D	
LPV DA	2382-1 250 (300-1)				
LNAV/VNAV DA	2549-1½ 417 (500-1½)				
LNAV MDA	2560-1 428 (500-1)		2560-1¼ 428 (500-1¼)	2560-1½ 428 (500-1½)	
CIRCLING	2620-1½ 485 (500-1½)		2700-2 565 (600-2)		

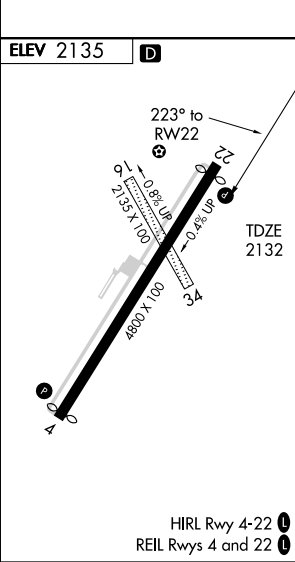
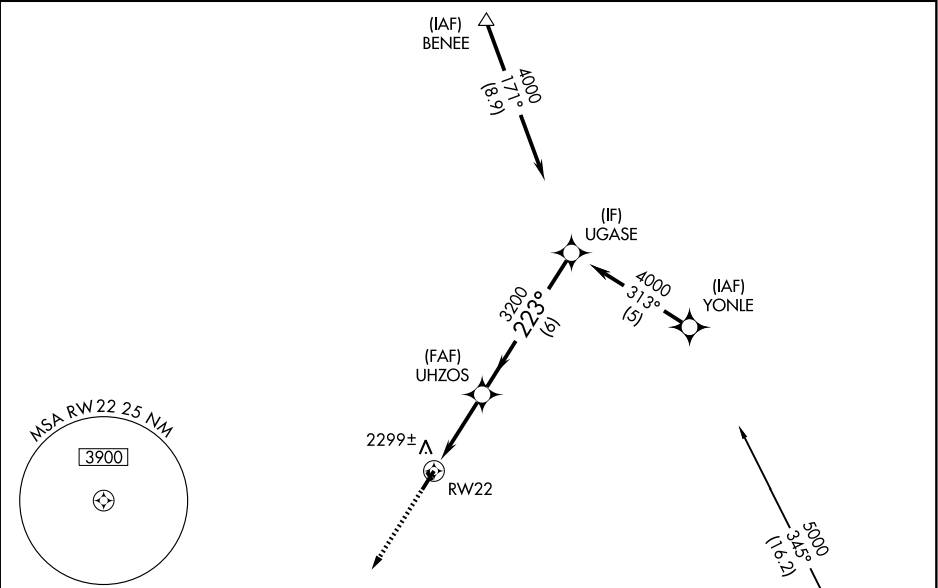


WAAS CH 99401 W22A	APP CRS 223°	Rwy Idg TDZE Apt Elev	4600 2132 2135
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RNAV (GPS) RWY 22
OLEAN / CATTARAUGUS COUNTY-OLEAN (OLE)

 DME/DME RNP-0.3 NA. When VGSI inop, straight-in/circling Rwy 22 procedure NA at night. If local altimeter setting not received, use Bradford, PA altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 43°C (110°F). Baro-VNAV NA when using Bradford, PA altimeter setting. Visibility reduction by helicopters NA.	MISSED APPROACH: Climb to 4000 direct VAKTY and hold.
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AWOS-3 118.375	CLEVELAND CENTER 124.325 353.850	UNICOM 122.8 (CTAF) 0
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<div>MISSED APCH FIX VAKTY</div> <div></div>		<div>Procedure NA for arrival at ELZ VORTAC on airway radials 286 CW 024.</div> <div>2636 </div> <div>WELLSVILLE ELZ</div> <div></div>		
<div>4000</div> <div></div>	<div>VAKTY</div> <div></div>	<div>UGASE</div> <div></div> <div>Procedure Turn NA</div>		
CATEGORY	A	B	C	D
LPV DA	2382-1 250 (300-1)			
LNAV/ VNAV DA	2569-1½ 437 (500-1½)			
LNAV MDA	2560-1 428 (500-1)		2560-1¼ 428 (500-1¼)	2560-1½ 428 (500-1½)
CIRCLING	2620-1½ 485 (500-1½)			2700-2 565 (600-2)

LOC I-OZX
108.9

APP CRS
237°

Rwy Idg	4200
TDZE	1758
Apt Elev	1763

LOC RWY 24
ONEONTA MUNI (N66)



ANA

When local altimeter setting not received, use Binghamton altimeter setting and increase all MDAs 140 feet and increase Circling Cat B visibility $\frac{1}{4}$. Inoperative table does not apply. Visibility reduction by helicopters NA. Localizer unusable 4.2 NM after passing OZ LOM.

MALS



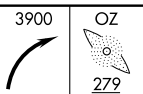
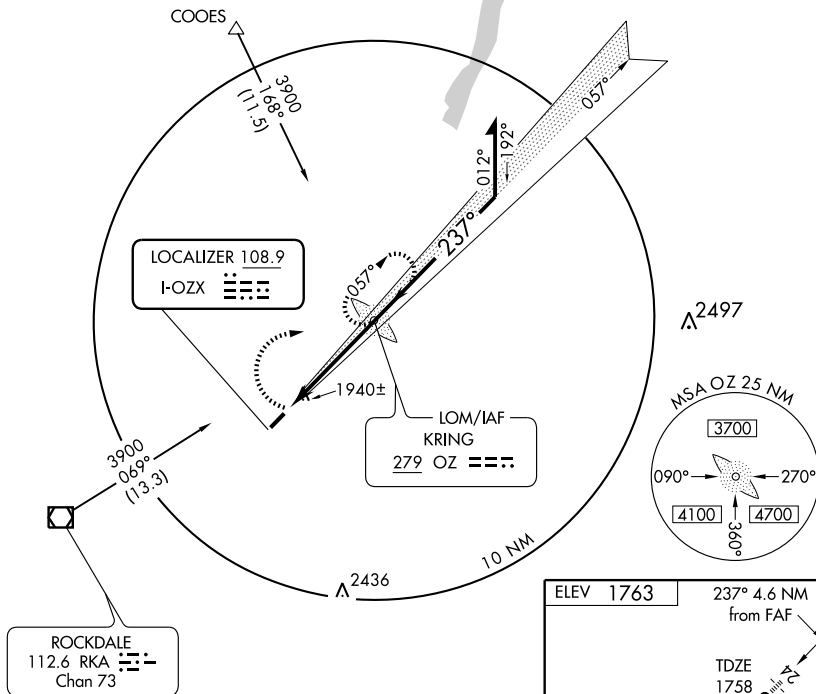
MISSED APPROACH:
Climbing right turn to 3900
direct OZ LOM and hold,
continue climb-in-hold to 3900.

AWOS-3
119.575

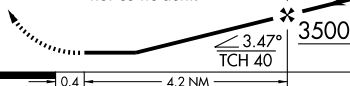
BOSTON CENTER
133.25 279.5

UNICOM
122.8 (CTAF) **L**

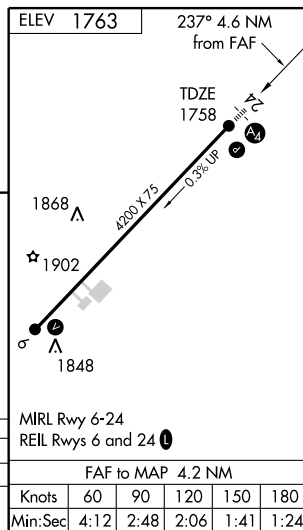
ADF REQUIRED



VGSI and descent angles
not coincident.



CATEGORY	A	B	C	D
S-24	2220-1	462 (500-1)	NA	
CIRCLING	2340-1 577 (600-1)	2380-1 617 (700-1)	NA	



WAAS CH 86309 W06A	APP CRS 057°	Rwy Idg TDZE 1763 Apt Elev 1763
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RNAV (GPS) RWY 6
ONEONTA MUNI (N66)

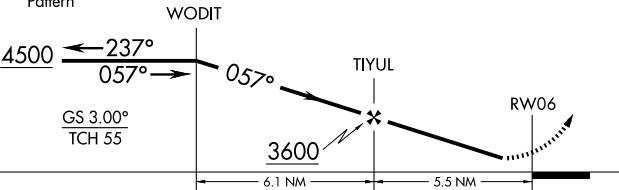
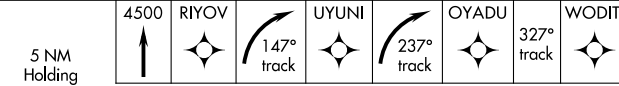
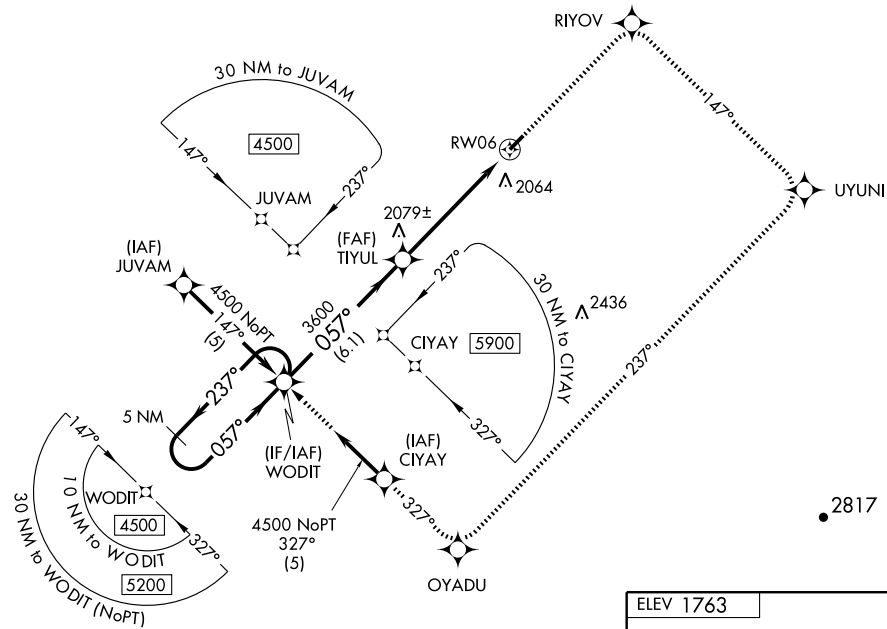
When local altimeter setting not received, use Binghamton altimeter setting and increase all DA 122 feet, all MDA 140 feet, and increase LPV and LNAV/VNAV visibilities ½ mile all Cats, and circling visibility Cat B ¼ mile. Baro-VNAV NA when using Binghamton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4500 direct RIYOV and right turn via 147° track to UYUNI and right turn via 237° track to OYADU and via 327° track to WODIT and hold.

AWOS-3
119.575

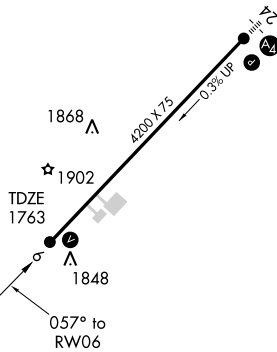
BOSTON CENTER
133.25 279.5

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
LPV DA	2075-1	312 (400-1)	NA	NA
LNAV/VNAV DA	2351-2	588 (600-2)	NA	NA
LNAV MDA	2260-1	497 (500-1)	NA	NA
CIRCLING	2340-1 577 (600-1)	2380-1 617 (700-1)	NA	NA

ELEV 1763



MIRL Rwy 6-24
REIL Rws 6 and 24

WAAS CH 70409 W24A	APP CRS 237°	Rwy Idg TDZE Apt Elev	4200 1758 1763
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RNAV (GPS) RWY 24

ONEONTA MUNI (N66)

⚠ When local altimeter setting not received, use Binghamton altimeter setting and increase all DA 122 feet, all MDA 140 feet, and increase LPV and LNAV/VNAV visibilities $\frac{1}{2}$ mile all Cats, and Circling visibility Cat B $\frac{1}{4}$ mile. Baro-VNAV NA when using Binghamton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Visibility reduction by helicopters NA. Inoperative table does not apply. DME/DME RNP-0.3 NA.

MALS

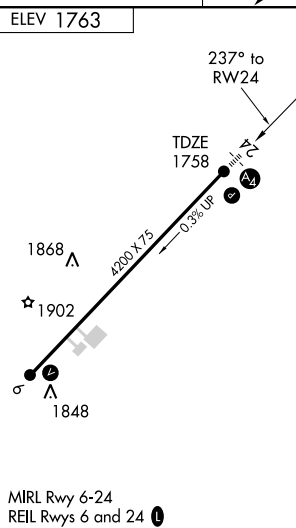
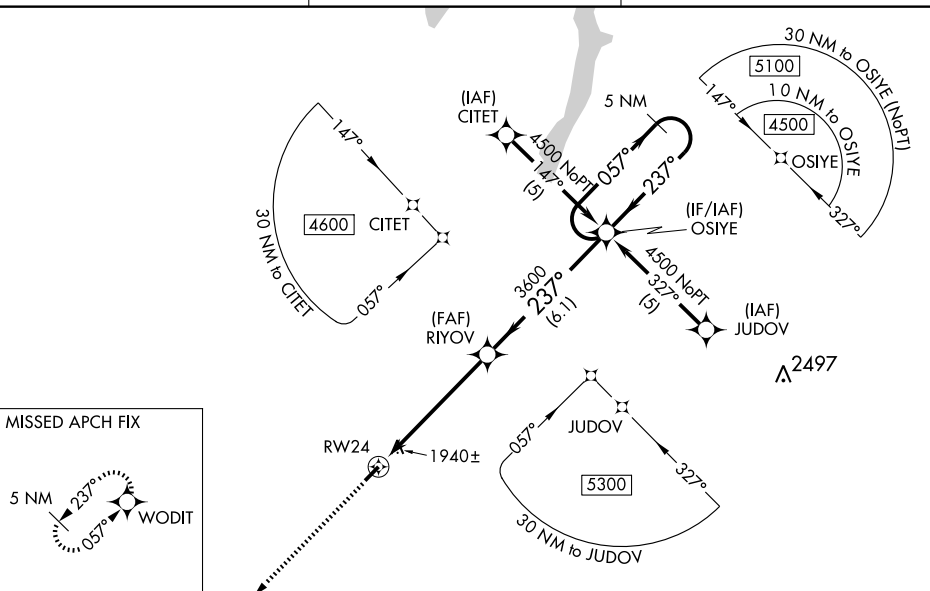


MISSED APPROACH:
Climb to 4500 direct
WODIT and hold.

AWOS-3
119.575

BOSTON CENTER
133.25 279.5

UNICOM
122.8 (CTAF) 0



4500

↑

WODJT

VGSI and RNAV glidepath not coincident.

OSIYE

5 NM Holding Pattern

057° →

← 237°

4500

GS 3.00°

TCH 40

RIYOV

237°

3600

RW24

5.6 NM

6.1 NM

CATEGORY	A	B	C	D
LPV DA	2191-1½	433 (500-1½)	NA	
LNAV/VNAV DA	2258-1¾	500 (500-1¾)	NA	
LNAV MDA	2300-1	542 (600-1)	NA	
CIRCLING	2340-1 577 (600-1)	2380-1 617 (700-1)	NA	

VOR/DME RKA 112.6 Chan 73	APP CRS 078°	Rwy Idg 4200 TDZE 1763 Apt Elev 1763
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VOR RWY 6
ONEONTA MUNI (N66)

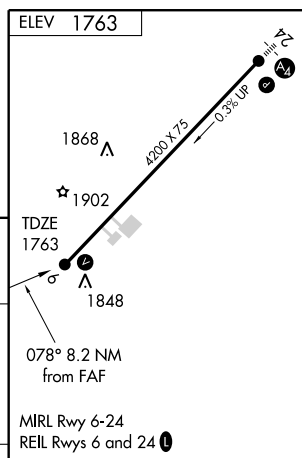
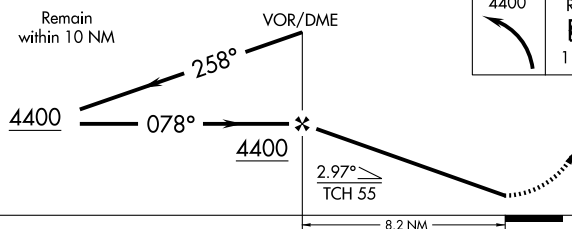
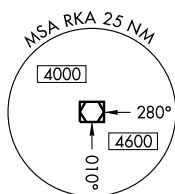
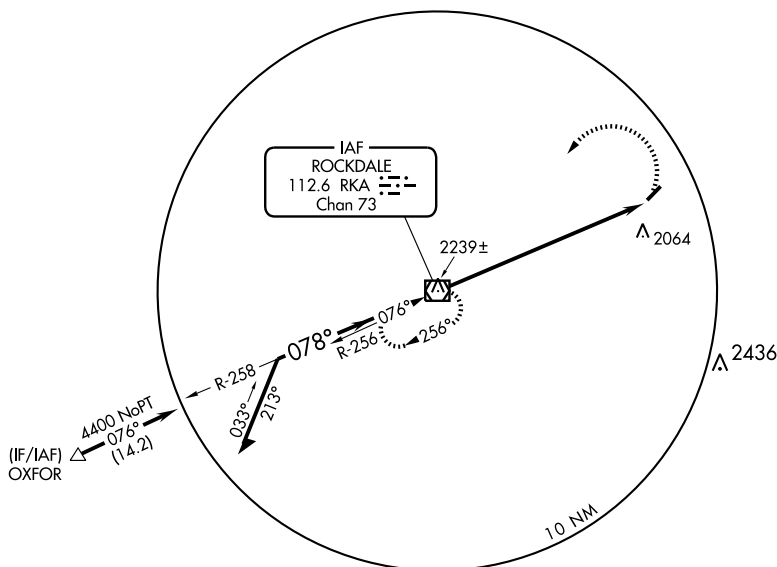
T When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 140 feet, and S-6 Cat B and Circling visibility Cat B ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH:
Climbing left turn to 4400
direct RKA VOR/DME and hold.

AWOS-3
119.575

BOSTON CENTER
133.25 279.5

UNICOM
122.8 (CTAF) **L**



CATEGORY	A	B	C	D	FAF to MAP 8.2 NM					
S-6	2440-1	677 (700-1)	NA		Knots	60	90	120	150	180
CIRCLING	2440-1	677 (700-1)	NA		Min:Sec	8:12	5:28	4:06	3:17	2:44

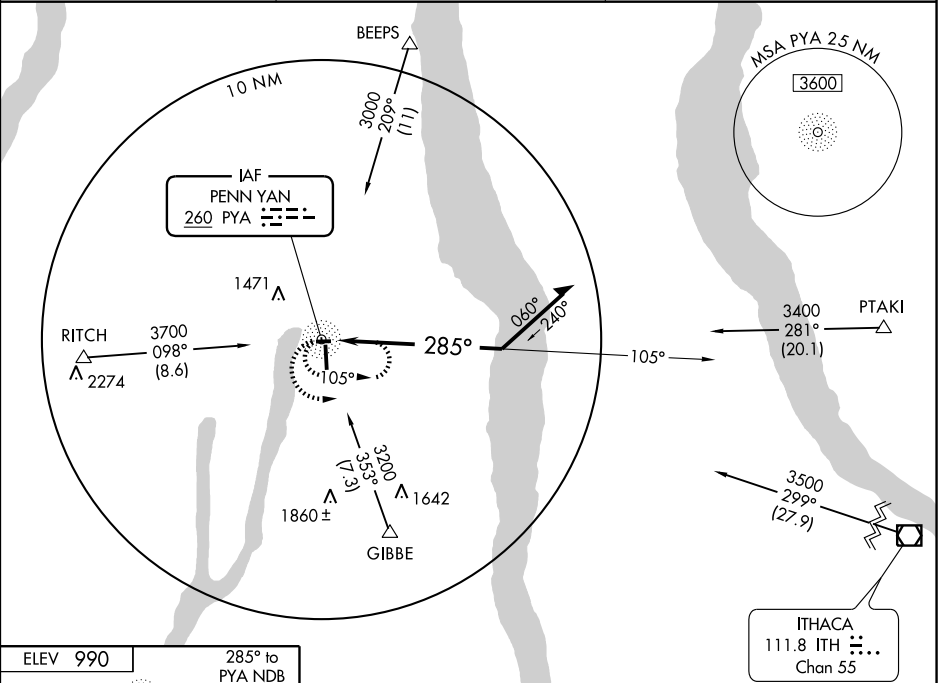
NDB PYA 260	APP CRS 285°	Rwy ldg TDZE Apt Elev	3177 901 990
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NDB RWY 28
PENN YAN (PEO)


NA

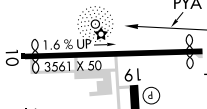
MISSED APPROACH: Climbing left turn
to 3000 in PYA NDB holding pattern.

ASOS 121.175	ELMIRA APP CON★ 124.3 257.8	UNICOM 123.0 (CTAF) 0
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ELEV 990

285° to
PYA NDB



TDZE
901

61

1

5500:100

Rwy 10 ldg 3200'

Rwy 28 ldg 3177'

REIL Rwy 1 and 19

MIRL Rwy 1-19

URL Rwy 10-28

Knots	60	90	120	150	180
Min:Sec					

3000

PYA

260

NDB

Remain
within 10 NM

105°

285°

3000

CATEGORY	A	B	C	D
S-28	1600-1	699 (700-1)	1600-2 699 (700-2)	1600-2 ¼ 699 (700-2 ¼)
CIRCLING	1600-1	610 (700-1)	1680-2 690 (700-2)	1780-2 ½ 790 (800-2 ½)

WAAS CH 99507 W01A	APP CRS 009°	Rwy Idg 5500 TDZE 990 Apt Elev 990
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RNAV (GPS) RWY 1
PENN YAN (PEO)

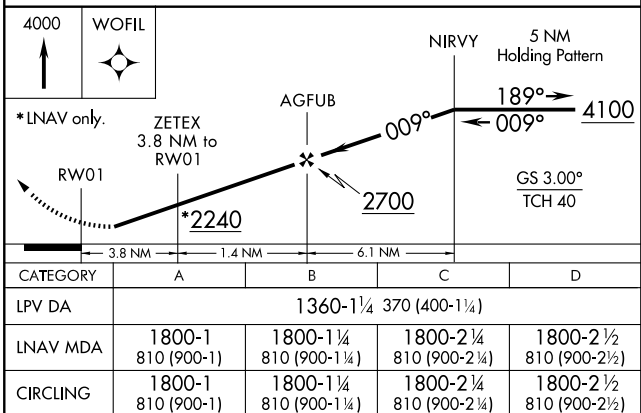
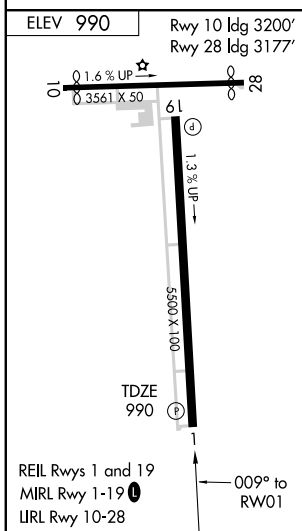
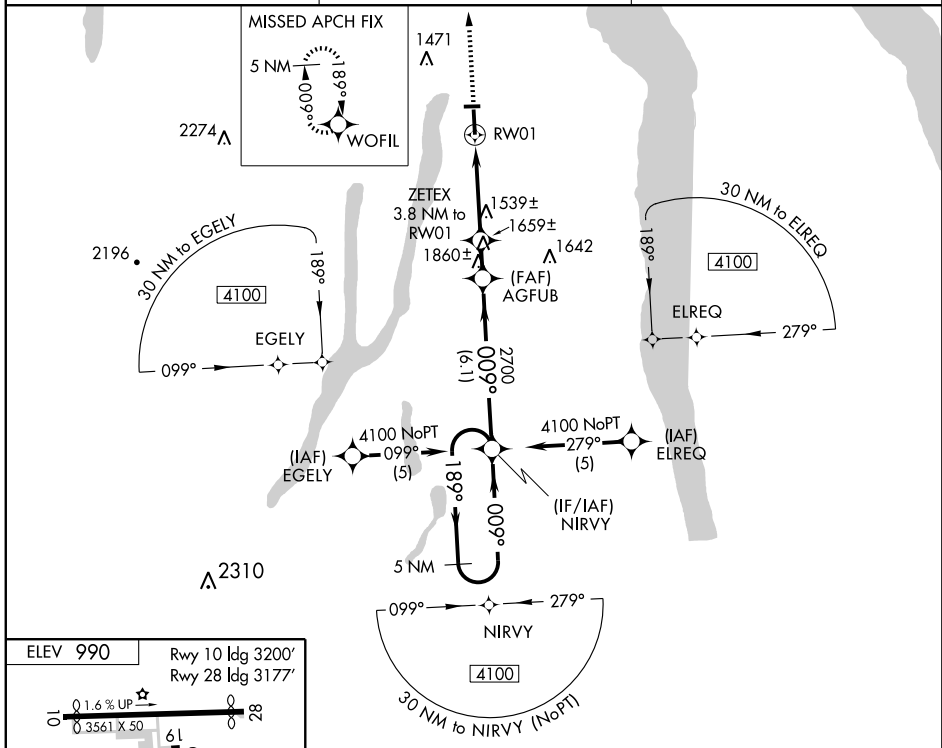
PENN YAN (PEO)



When local altimeter setting not received, use Elmira altimeter setting and increase LPV DA 73 feet, all MDA 80 feet, LPV all Cats visibility $\frac{1}{4}$ mile, LNAV and Circling Cat A visibility $\frac{1}{4}$ mile, and LNAV and Circling Cats C and D visibility $\frac{1}{2}$ mile.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct WOFIL and hold, continue cimb in hold to 4000.


ASOS 121.175	ELMIRA APP CON★ 124.3 257.8	UNICOM 123.0 (CTAF) ①
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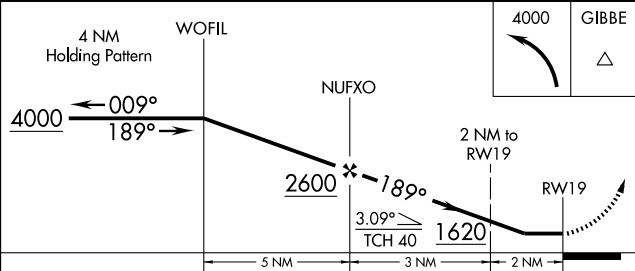
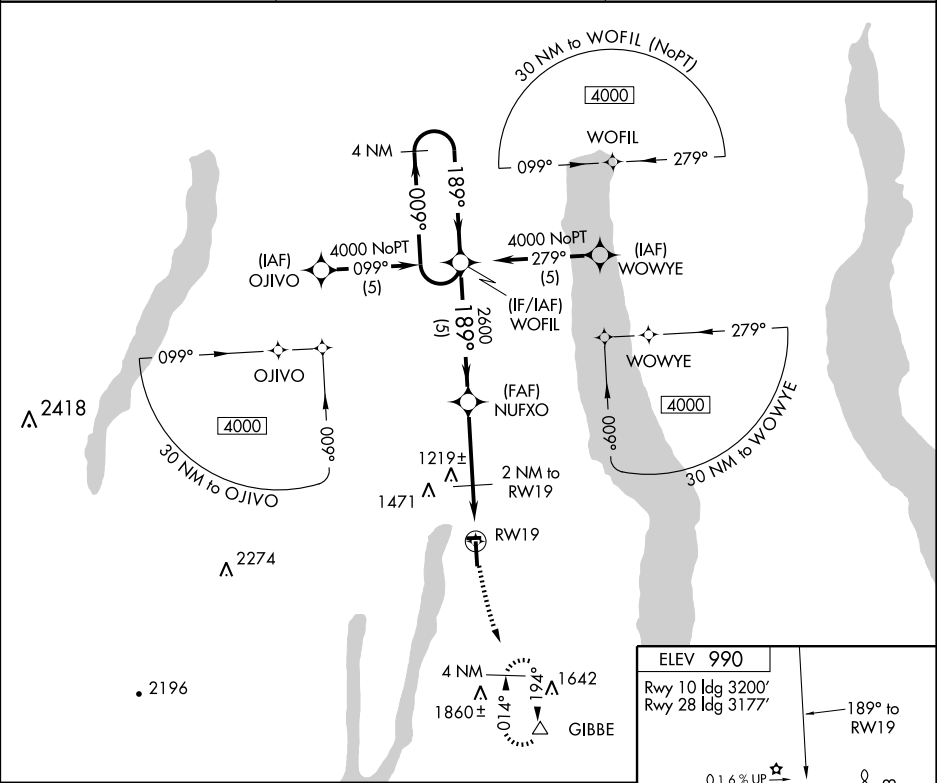


APP CRS	Rwy ldg	5500
189°	TDZE	968
	Apt Elev	990

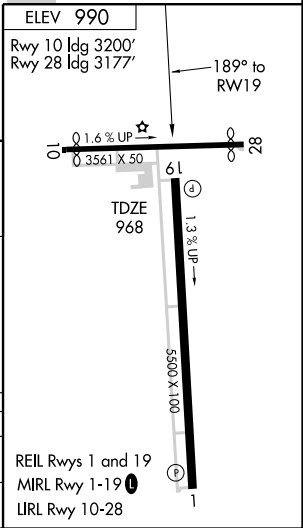
RNAV (GPS) RWY 19

PENN YAN (PEO)

 NA	DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing left turn to 4000 direct GIBBE WP and hold.
ASOS 121.175	ELMIRA APP CON★ 124.3 257.8	UNICOM 123.0 (CTAF) 0



CATEGORY	A	B	C	D
LNAV MDA	1400-1	432 (500-1)	1400-1½ 432 (500-1½)	1400-1½ 432 (500-1½)
CIRCLING	1480-1 490 (500-1)	1600-1 610 (700-1)	1680-2 690 (700-2)	1780-2½ 790 (800-2½)



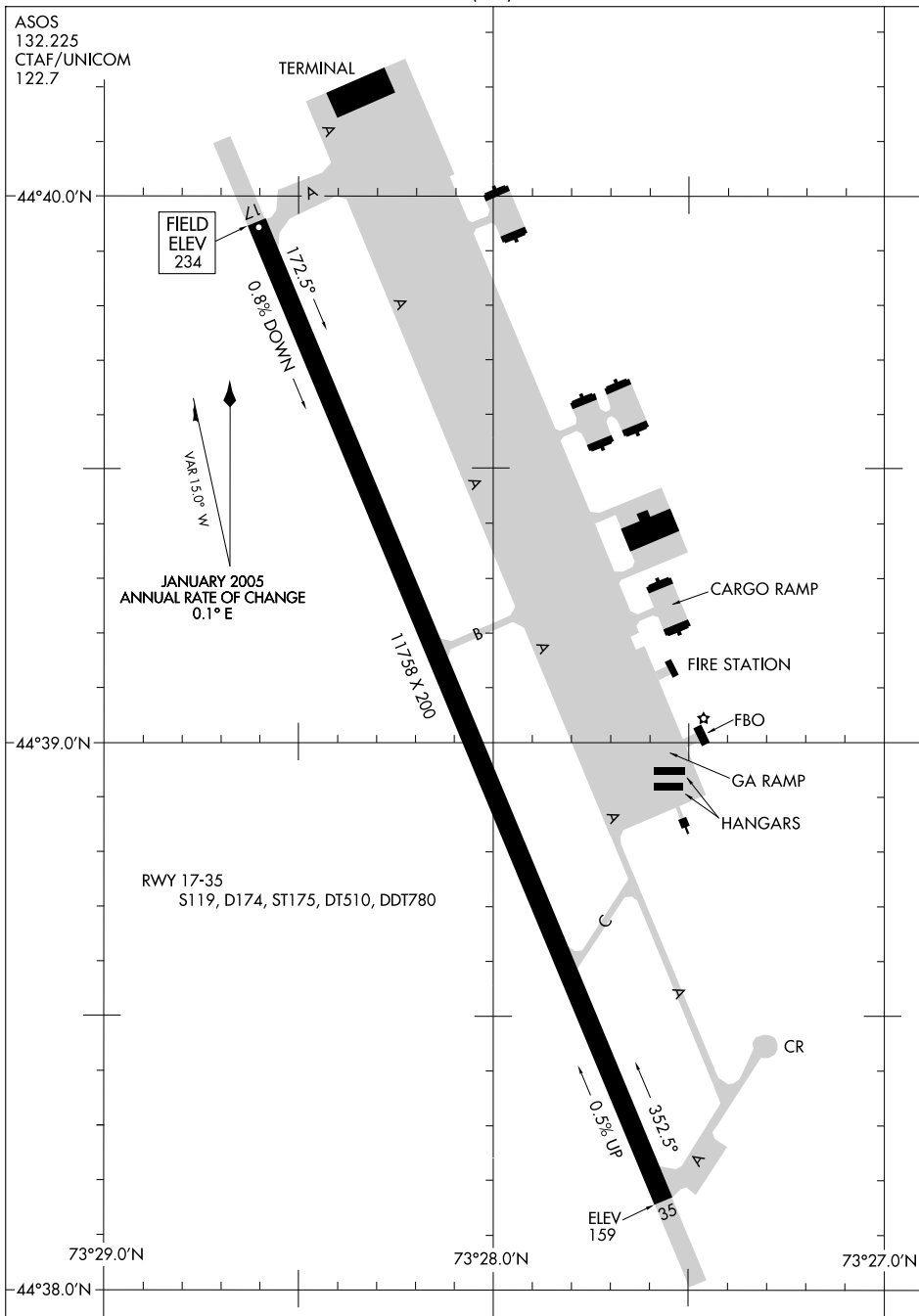
REIL Rwy 1 and 19
MIRL Rwy 1-19 0
LIRL Rwy 10-28

AIRPORT DIAGRAM

AL-729 (FAA)

PLATTSBURGH INTL (PBG)
PLATTSBURGH, NEW YORK

ASOS
132.225
CTAF/UNICOM
122.7



NE-2, 22 OCT 2009 to 19 NOV 2009

VORTAC PLB 116.9 Chan 116	APCH CRS 332°	Rwy Idg 11,759 TDZE 177 Arpt Elev 235
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JAL-729 [USAF]

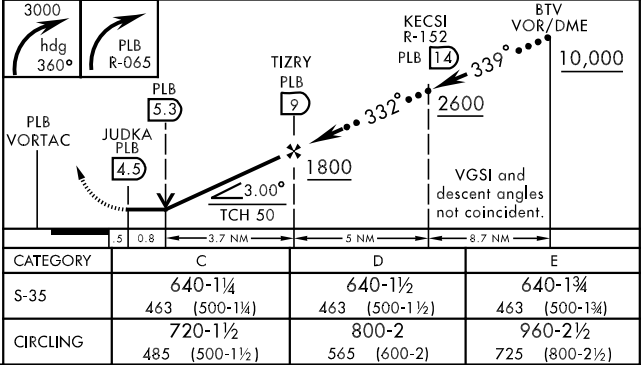
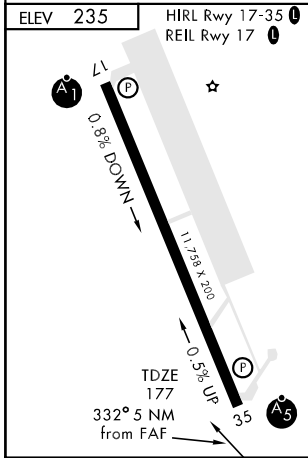
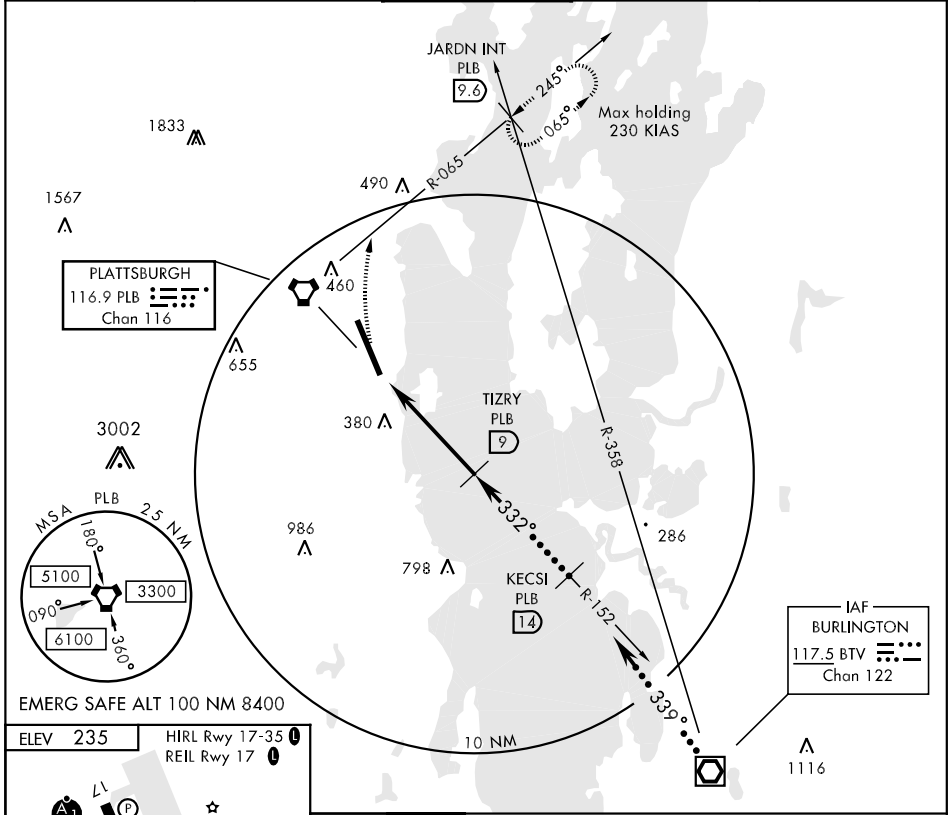
PLATTSBURGH INTL (PBG)

Use Clinton County altimeter setting.



MISSED APPROACH: Climbing right turn to 3000 via heading 360° and PLB R-065 to JARDN INT/ PLB 9.6 DME and hold, hold NE, LT, 245° inbound.

BURLINGTON ★ APP CON 121.1 278.8	CLINTON COUNTY ASOS 132.225	UNICOM 122.7 (CTAF)	CLNC DEL 121.85	122.975 0
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ILS or LOC/DME RWY 35

PLATTSBURGH INTL (PBG)

LOC/DME I-FQV	APP CRS	Rwy Idg	11758
109.7	352°	TDZE	177
Chan 34		Apt Elev	234

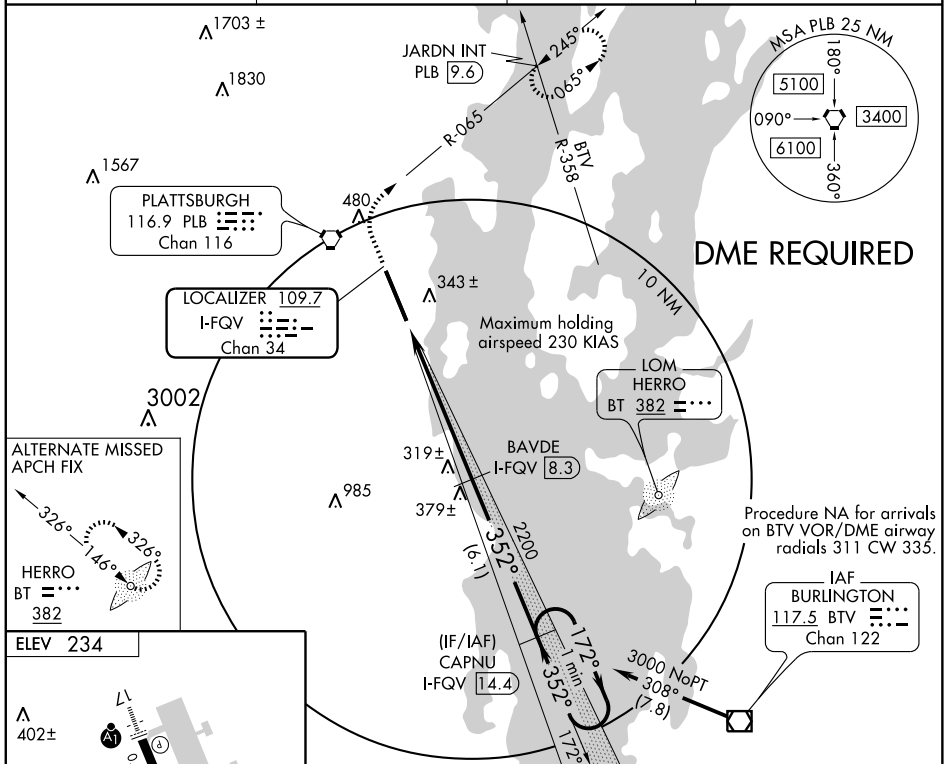
▼ When local altimeter setting not received, use Burlington Intl altimeter setting and increase DA to 431, increase all MDAs 60 feet.
▲ NA VDP NA when using Burlington Intl altimeter setting.
 When MALSR inoperative, increase visibility S-ILS 35 Cat E ¼ mile and S-LOC 35 Cat E ½ mile.

MALSR

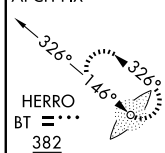


MISSED APPROACH: Climb to 700, then climbing right turn to 3000 via heading 023° and PLB R-065 to JARDN Int/PLB 9.6 DME and hold, continue climb-in-hold to 3000.

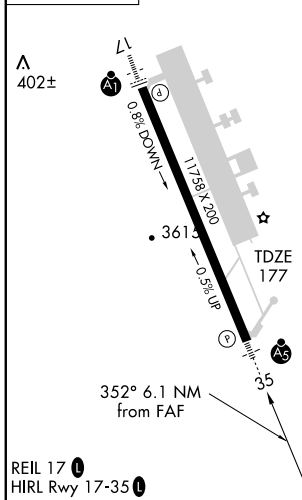
ASOS 132.225	BURLINGTON APP CON★ 121.1 278.8	CLNC DEL 121.85	UNICOM 122.7 (CTAF) ①
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ALTERNATE MISSED APCH FIX



ELEV 234



REIL 17 ①
HIRL Rwy 17-35 ①

700 ↑	3000 HDG 023° PLB R-065 116.9	JARDN INT PLB 9.6	BAVDE I-FQV 8.3	CAPNU I-FQV 14.4	One Minute Holding Pattern
	I-FQV 2.1	I-FQV 3.4	2200	352°	172° → 3000 ← 352° GS 3.00° TCH 55
<div><div></div><div>1.3</div><div>4.9</div><div>6.1 NM</div></div>					
CATEGORY	A	B	C	D	E
S-ILS 35	377-1/2 200 (200-1/2)				
S-LOC 35	580-1/2 403 (400-1/2)	580-3/4 403 (400-3/4)			580-1 403 (400-1)
CIRCLING	680-1 446 (500-1)	720-1 486 (500-1)	720-1 1/2 486 (500-1 1/2)	800-2 566 (600-2)	980-2 3/4 746 (800-2 3/4)

WAAS CH 40402 W17A	APP CRS 172°	Rwy Idg TDZE Apt Elev	11758 234 234
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RNAV (GPS) RWY 17
PLATTSBURGH INTL (PBG)

▼ When local altimeter setting not received, use Burlington Intl altimeter setting and increase LPV DA to 615, LNAV/VNAV DA to 794, and all MDAs 60 feet.

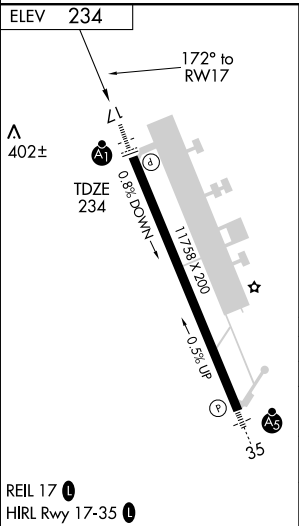
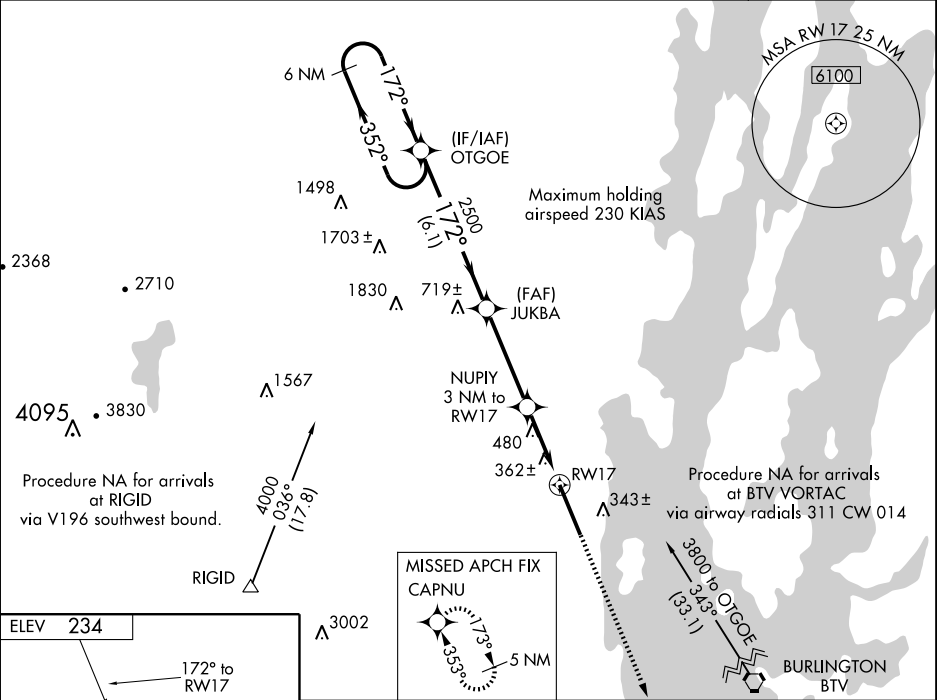
▲ NA VDP NA when using Burlington Intl altimeter setting. For inoperative ALSF, increase LPV all cats and LNAV Cats A/B visibilities ¼ mile, and LNAV/VNAV and LNAV Cat E visibilities ½ mile. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

ALSF-1

AT

MISSED APPROACH:
Climb to 3100 direct CAPNU and hold.

ASOS 132.225	BURLINGTON APP CON★ 121.1 278.8	CLNC DEL 121.85	UNICOM 122.7 (CTAF) 0
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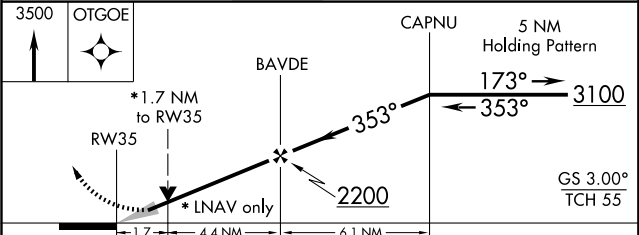
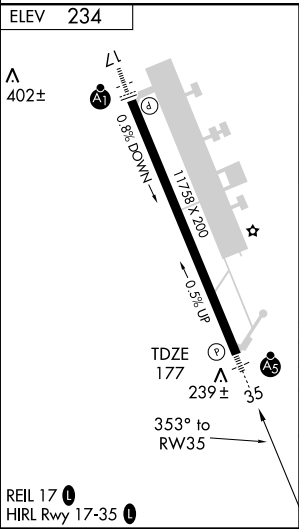
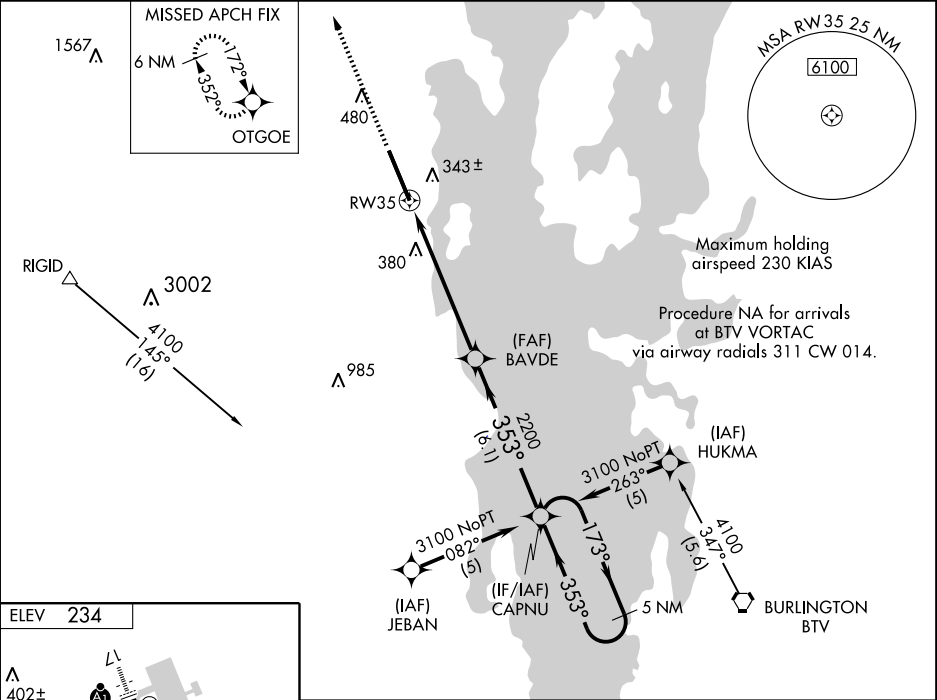
6 NM Holding Pattern		OTGOE	VGSI and RNAV glidepath not coincident.		3100	CAPNU
GS 3.00° TCH 54			6.1 NM	3.8 NM	1.6 NM	1.4 NM
CATEGORY	A	B	C	D	E	
LPV DA	561- ³ / ₄ 327 (400- ³ / ₄)					
LNAV/ VNAV DA	706-1 ¹ / ₄ 472 (500-1 ¹ / ₄)					
LNAV MDA	740- ³ / ₄ 506 (600- ³ / ₄)	740-1 506 (600-1)		740-1 ¹ / ₄ 506 (600-1 ¹ / ₄)		
CIRCLING	740-1 506 (600-1)	740-1 ¹ / ₂ 506 (600-1 ¹ / ₂)		800-2 566 (600-2)	980-2 ³ / ₄ 746 (800-2 ³ / ₄)	

WAAS CH 78003 W35A	APP CRS 353°	Rwy Idg TDZE Apt Elev	11758 177 234
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RNAV (GPS) RWY 35
PLATTSBURGH INTL (PBG)

<p>▼ When local altimeter setting not received, use Burlington Intl altimeter setting and increase LPV DA to 481, LNAV/VNAV DA to 591, and all MDAs 60 feet. VDP NA when using Burlington Intl altimeter setting. For inoperative MALSR, increase LPV all Cats and LNAV/VNAV and LNAV Cat E visibilities ½ mile. Baro-VNAV NA. DME/DME RNP-0.3 NA.</p>	<p>MALSR</p> <p>A5</p>	<p>MISSED APPROACH: Climb to 3500 direct OTGOE and hold.</p>
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ASOS 132.225	BURLINGTON APP CON★ 121.1 278.8	CLNC DEL 121.85	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D	E
LPV DA	427-½	250 (200-½)			
LNAV/VNAV DA	537-¾	360 (400-¾)			
LNAV MDA	700-½ 523 (500-½)	700-1 523 (500-1)	700-1¼ 523 (500-1¼)		
CIRCLING	700-1 466 (500-1)	720-1 486 (500-1)	720-1½ 486 (500-1½)	800-2 566 (600-2)	980-2¾ 746 (800-2¾)

VORTAC PLB 116.9 Chan 116	APP CRS 332°	Rwy Idg 11758 TDZE 177 Apt Elev 235
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VOR/DME RWY 35
PLATTSBURGH INTL (PBG)

T When local altimeter setting not received, use Burlington Intl. altimeter setting and increase all MDAs 60 feet. Inoperative table does not apply. Visibility reduction by helicopters NA.

MALSR



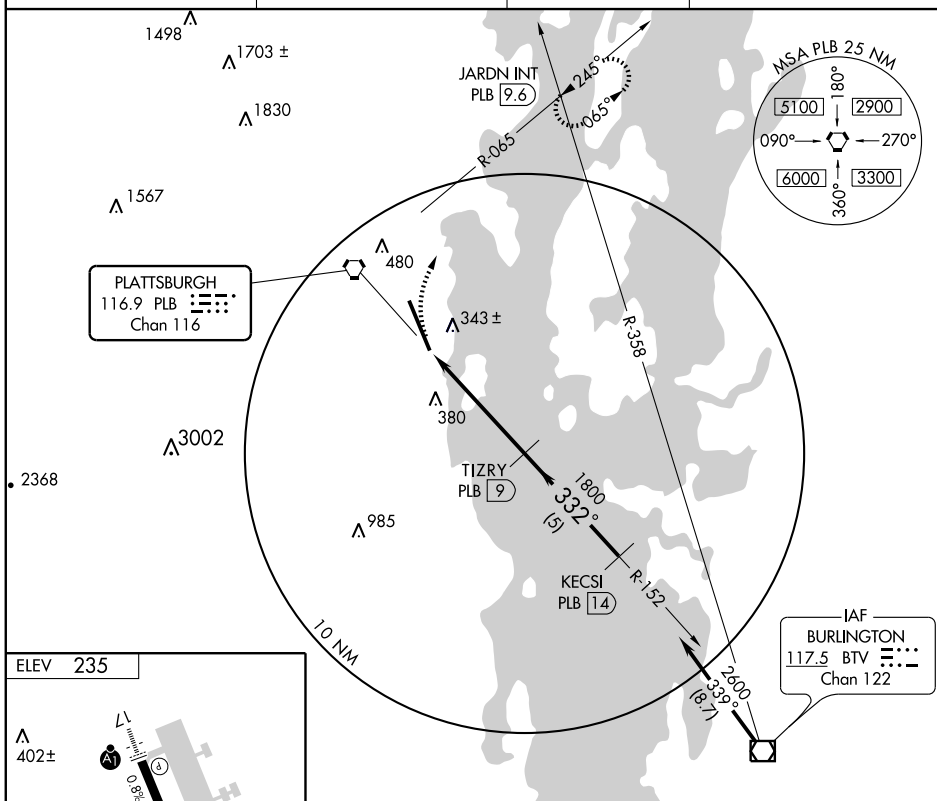
MISSED APPROACH: Climbing right turn to 3000 via heading 360° and PLB R-065 to JARDN Int/PLB 9.6 DME and hold.

ASOS
132.225

BURLINGTON APP CON★
121.1 278.8

CLNC DEL
121.85

UNICOM
122.7 (CTAF) **L**

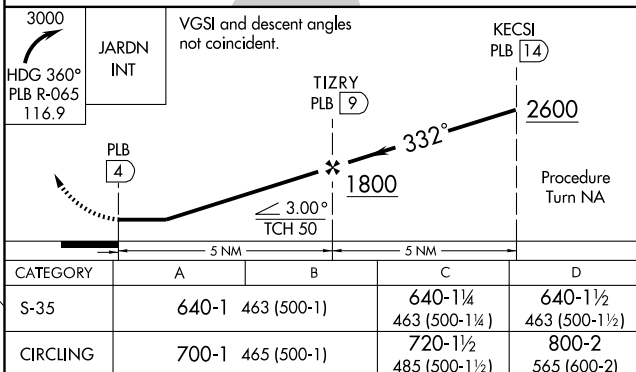


ELEV	235
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 $402 \pm$

TD2

332° 5 NM

REIL 17 L
HIRI Rwy 17-35 L

▼

NA

If local altimeter setting not received, use Massena Intl-Richards Field altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 2400 direct PTD NDB and hold.

AWOS-3 118.325	BOSTON CENTER 135.25 377.1	UNICOM 122.8 (CTAF) 0
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Procedure NA for arrivals at MSS VORTAC on airway radials 255 CW 271.

CATEGORY	A	B	C	D
S-24	920-1 446 (500-1)		920-1 ¼ 446 (500-1 ¼)	NA
CIRCLING	920-1 446 (500-1)	1040-1 566 (600-1)	1040-1 ½ 566 (600-1 ½)	NA

REIL Rwy 6 and 24 0					
MIRL Rwy 6-24 0					
FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

NE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	3705
238°	TDZE	474
	Apt Elev	474

RNAV (GPS) RWY 24

POTSDAM MUNI (DAMON FIELD) (PTD)

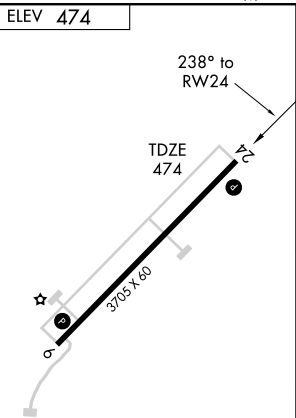
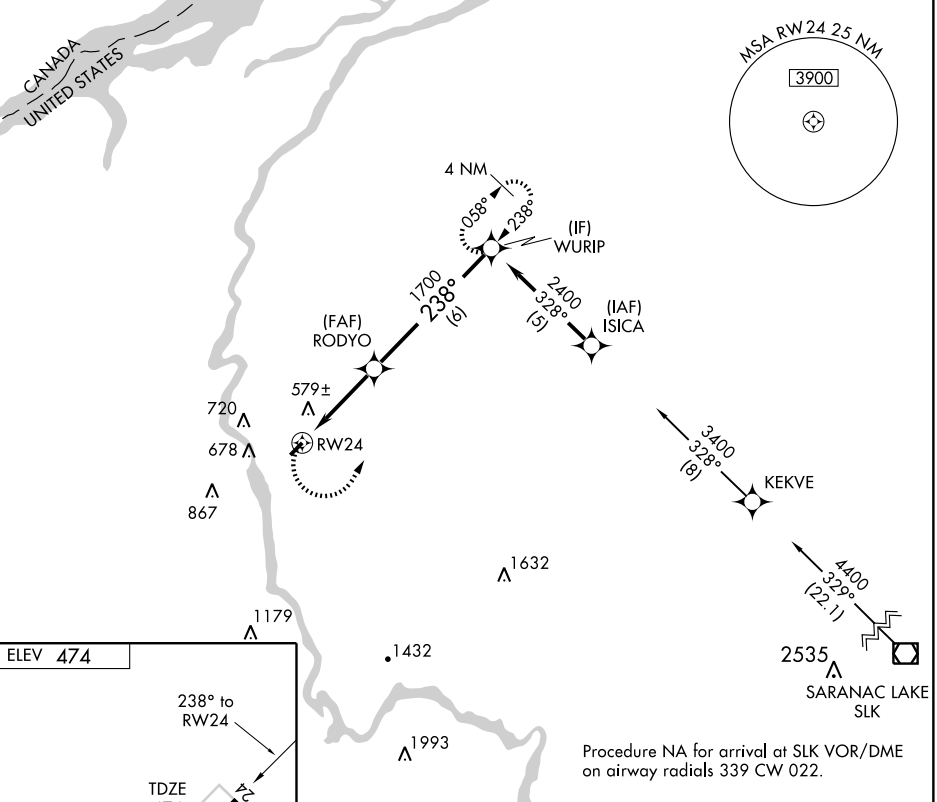
▼

NA

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Massena Intl-Richards Field altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 2400 direct WURIP and hold.

AWOS-3 118.325	BOSTON CENTER 135.25 377.1	UNICOM 122.8 (CTAF) 0
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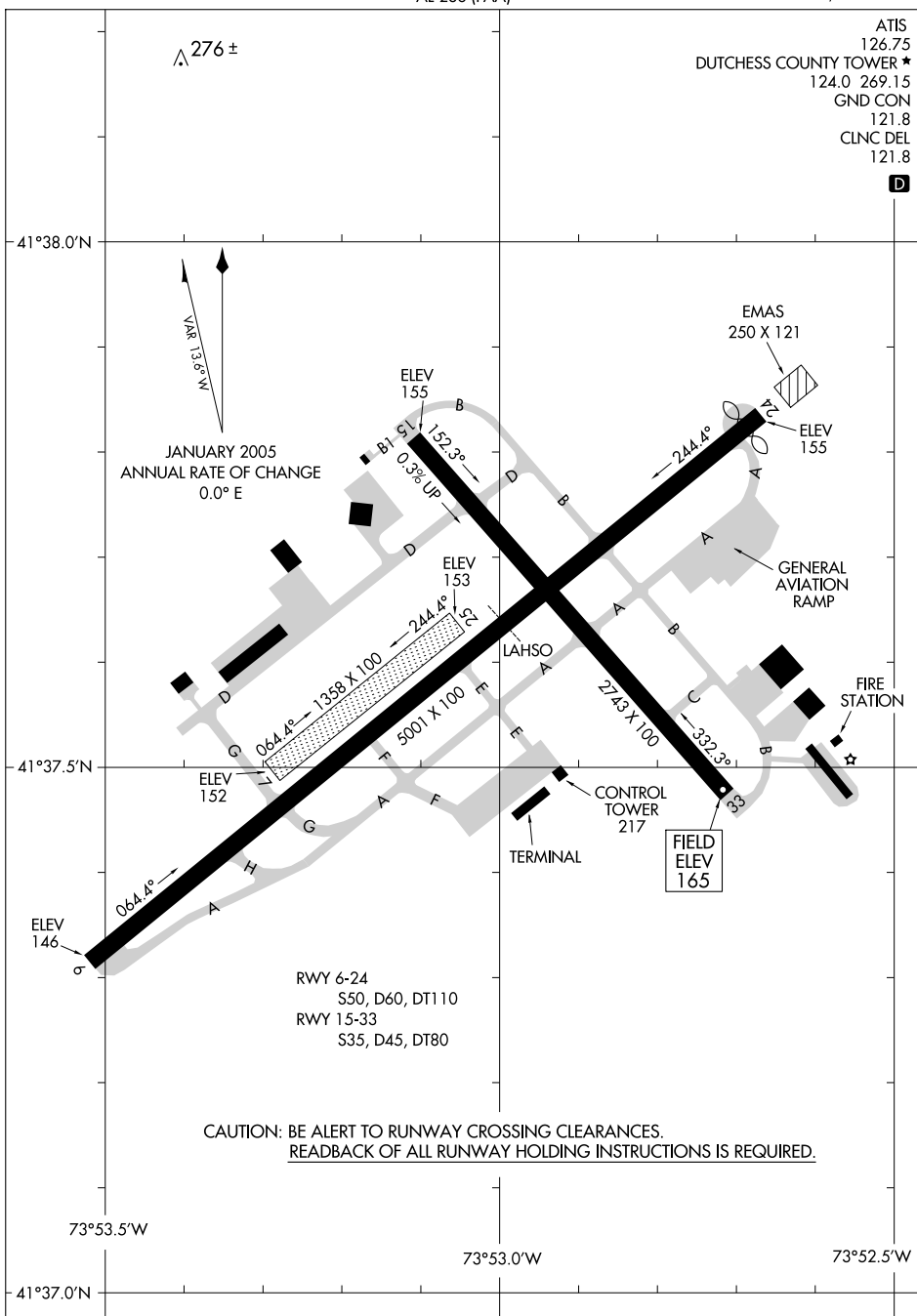
<div><div>2400</div><div></div></div>		VDP NA when using Massena Intl-Richards Field altimeter setting.		<div><div>WURIP</div><div></div></div>	
<div><div></div></div>		RODYO		<div><div>2400</div><div></div></div>	
RW24		1.3 NM to RW24		238°	
1.3		2.4 NM		1700	
1.3		2.4 NM		6 NM	
1.3		2.4 NM		6 NM	
1.3		2.4 NM		6 NM	
1.3		2.4 NM		6 NM	
1.3		2.4 NM		6 NM	
1.3		2.4 NM		6 NM	
1.3		2.4 NM		6 NM	
1.3		2.4 NM		6 NM	
1.3		2.4 NM		6 NM	
1.3		2.4 NM		6 NM	
1.3		2.4 NM		6 NM	
1.3		2.4 NM		6 NM	
1.3		2.4 NM		6 NM	
1.3		2.4 NM		6 NM	
1.3		2.4 NM		6 NM	
1.3		2.4 NM		6 NM	
1.3		2.4 NM		6 NM	
1.3		2.4 NM		6 NM	
1.3		2.4 NM		6 NM	
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1.3		2.4 NM		6 NM	
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1.3		2.4 NM		6 NM	
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1.3		2.4 NM		6 NM	
1.3		2.4 NM		6 NM	

REIL Rwy 6 and 24 0

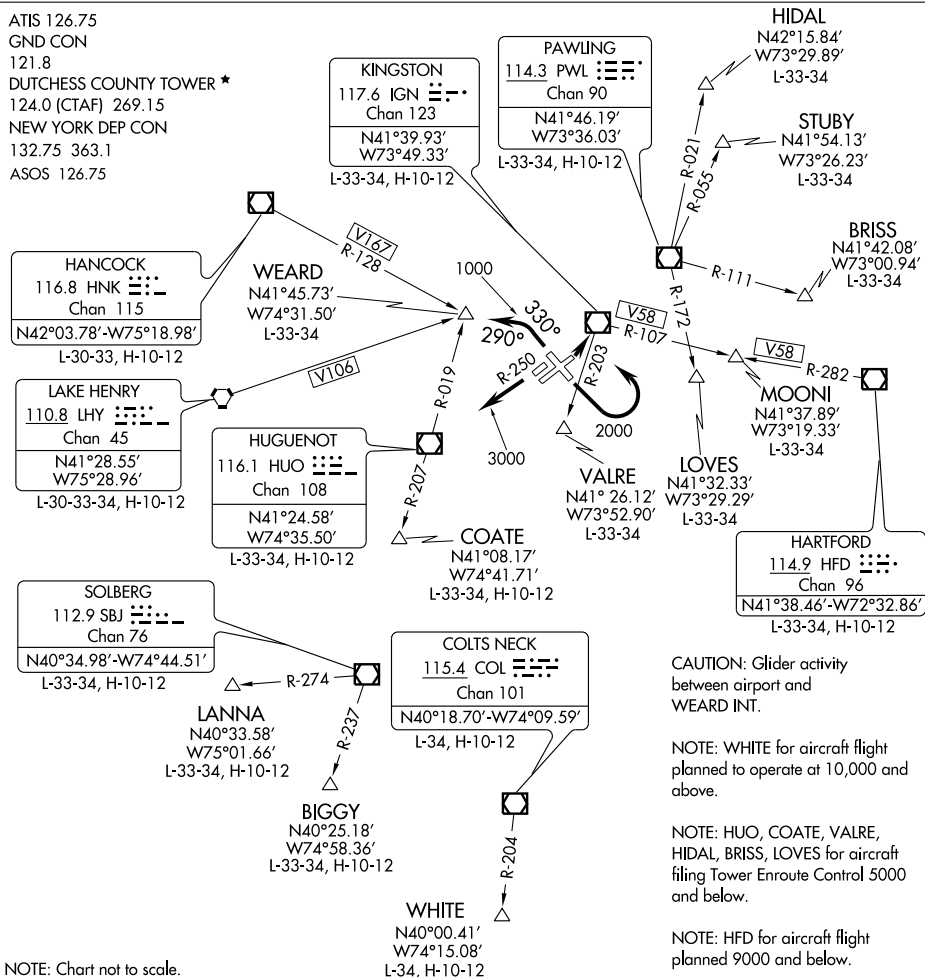
MIRL Rwy 6-24 0

AIRPORT DIAGRAM

AL-286 (FAA)

POUGHKEEPSIE/DUTCHESS COUNTY (POU)
POUGHKEEPSIE, NEW YORK

NE-2, 22 OCT 2009 to 19 NOV 2009



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6: Climb direct to IGN VOR/DME, maintain 3000'. Thence. . .

TAKE-OFF RUNWAY 15: Climb on runway heading, leaving 2000', turn left direct IGN VOR/DME, maintain 3000'. Thence. . .

TAKE-OFF RUNWAY 24: Climb on IGN VOR/DME R-250, maintain 3000'. Thence. . .

TAKE-OFF RUNWAY 33: Climb on heading 330°, leaving 1000' turn left heading 290°, maintain 3000'. Thence. . .

. . . Via vectors to assigned Route/Fix/NAVAID. Expect clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If radio contact is not established/lost for two minutes after departing, proceed on course and climb to 5000 feet. Ten minutes after departure, climb to requested altitude/flight level.

HUDSON ONE ARRIVAL

NEWBURGH, NEW YORK

NEW YORK APP CON

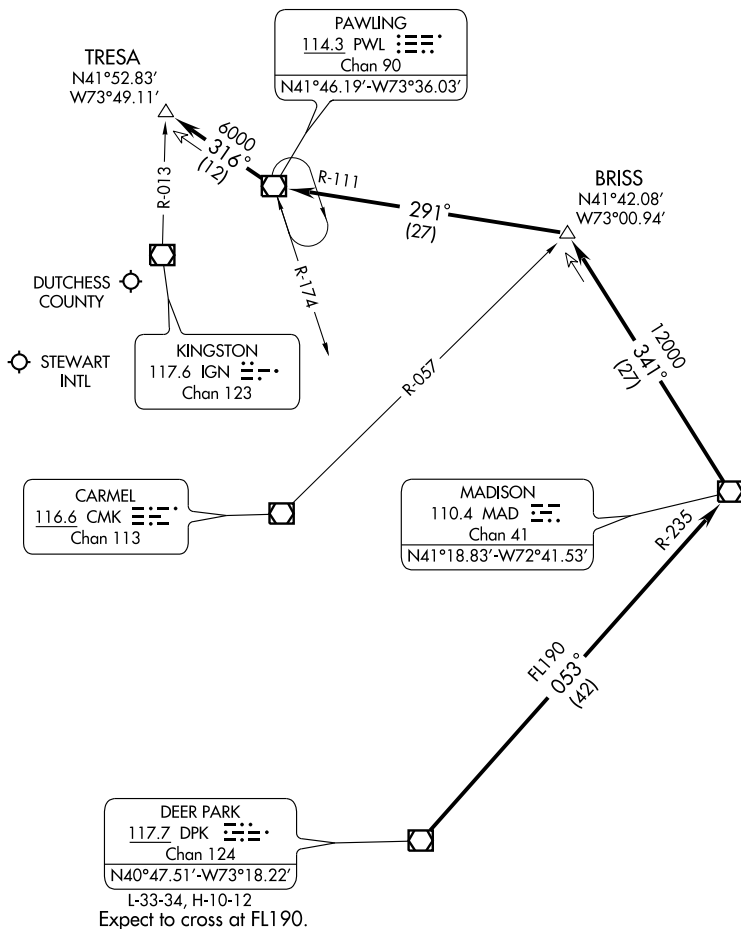
132.75 363.1

STEWART INTL ATIS

124.575

DUTCHESS COUNTY ATIS

126.75



NE-2, 22 OCT 2009 to 19 NOV 2009

... From over DPK VOR/DME via DPK R-053 and MAD R-235 to MAD VOR/DME, then via MAD R-341 to BRISS INT, then via PWL R-111 to PWL VOR/DME, then via PWL R-316 to TRESA INT. Expect RADAR vectors to final approach course.

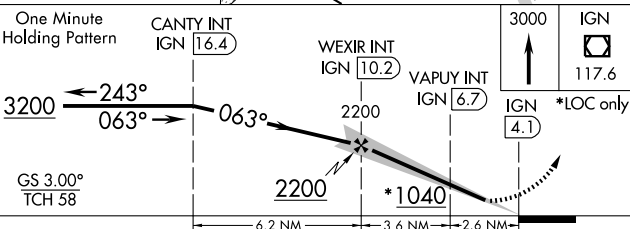
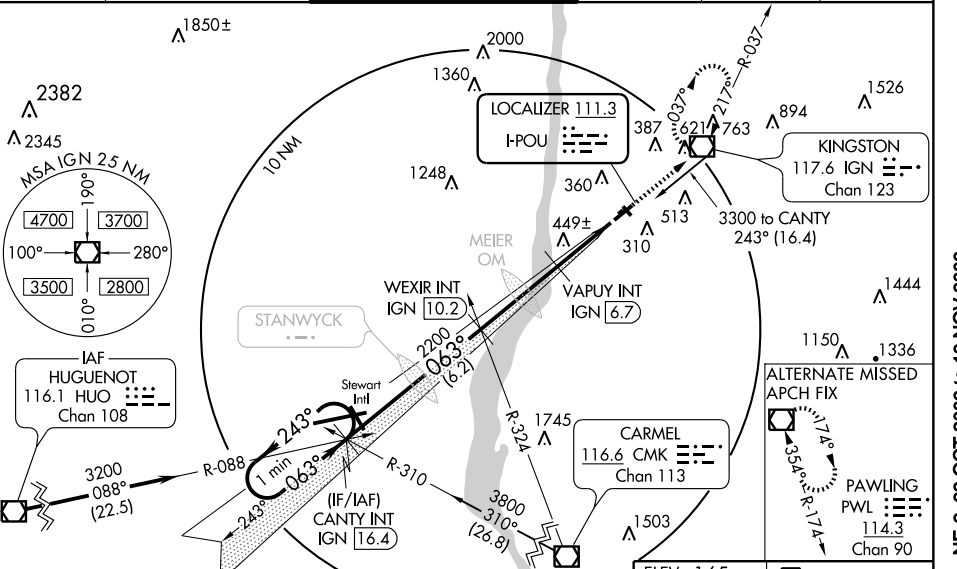
LOC I-POU	APP CRS	Rwy Idg	5001
111.3	063°	TDZE	156
		Apt Elev	165

Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase DA 71 feet and MDA 80 feet, increase VAPUY fix minimums: S-LOC 6 Cat D and circling Cat B, C, and D visibility ¼ mile. Inoperative table does not apply to S-ILS 6 all Cats and S-LOC 6 Cats A, B and VAPUY fix minimums S-LOC 6 Cats A, B. For inoperative MALSR, increase VAPUY fix minimums S-LOC 6 Cat C visibility to 1 ¼ mile. For inoperative MALSR, when using Montgomery altimeter setting, increase S-ILS 6 all Cats visibility to 1 ¼. ** DME from IGN VOR/DME.

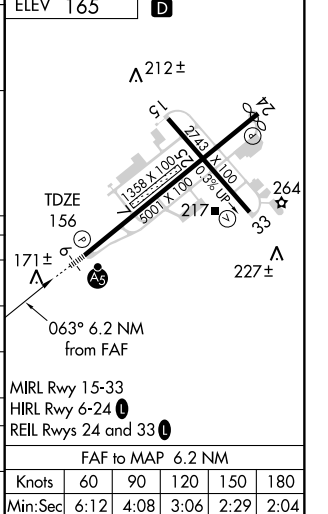
MALSR

MISSED APPROACH: Climb to 3000 direct IGN VOR/DME and hold, continue climb-in-hold to 3000.

ATIS 126.75	NEW YORK APP CON 132.75 363.1	DUTCHESS COUNTY TOWER ★ 124.0 (CTAF) 269.15	GND CON 121.8	CLNC DEL 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 6	469-1 313 (400-1)			
S-LOC 6	1040-1 884 (900-1)		1040-2¼ 884 (900-2¼)	1040-2½ 884 (900-2½)
CIRCLING	1040-1¼ 875 (900-1¼)		1040-2¾ 875 (900-2¾)	1040-3 875 (900-3)
VAPUY FIX MINIMUMS**				
S-LOC 6	640-1 484 (500-1)			
CIRCLING	760-1 595 (600-1)	840-1 675 (700-1)	840-2 675 (700-2)	840-2¼ 675 (700-2¼)



NE-2, 22 OCT 2009 to 19 NOV 2009

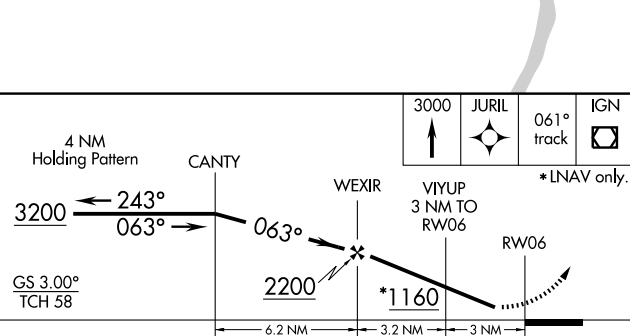
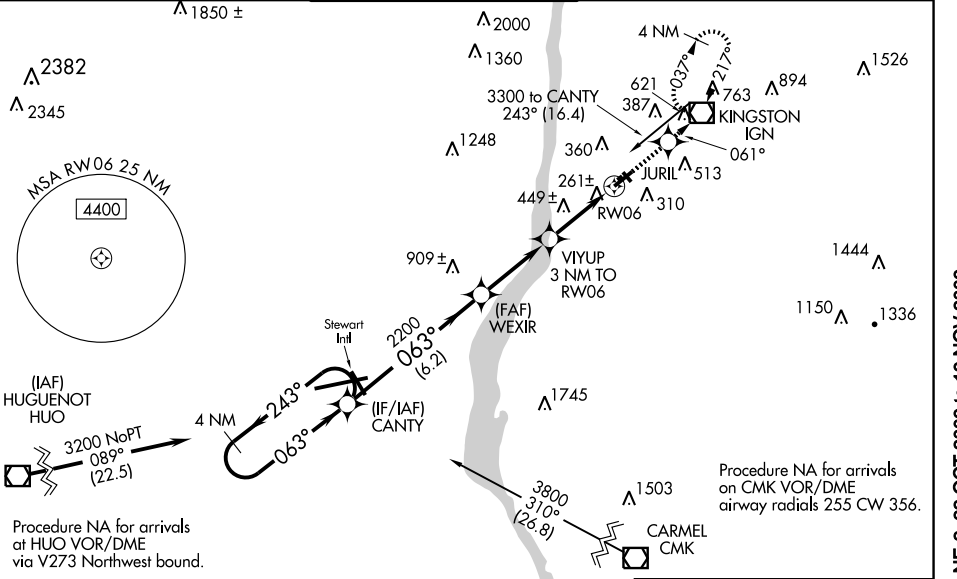
WAAS	APP CRS	Rwy Idg	5001
CH 42910	063°	TDZE	156
W06A		Apt Elev	165

⚠ Inoperative table does not apply to LNAV Cats A and B. Baro-VNAV NA when using Montgomery altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all DA 71 feet and MDA 80 feet, and increase LNAV/VNAV all Cat, LNAV Cats C, D and Circling Cat B, C, D visibility ¼ mile. For inoperative MALSRL, when using Montgomery altimeter setting, increase LPV all Cats visibility to 1 ½ mile.

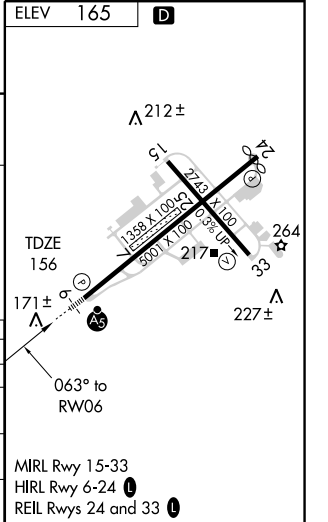
MALSRL

⚠ MISSED APPROACH: Climb to 3000 direct JURIL and via 061° track to IGN VOR/DME and hold, continue climb-in-hold to 3000.

ATIS 126.75	NEW YORK APP CON 132.75 363.1	DUTCHESS COUNTY TOWER ★ 124.0 (CTAF) 0 269.15	GND CON 121.8	CLNC DEL 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		503-1	347 (400-1)	
LNAV/VNAV DA		738-1 ½	582 (600-1 ½)	
LNAV MDA	740-1	584 (600-1)	740-1 ¼	584 (600-1 ¼)
CIRCLING	760-1 595 (600-1)	840-1 675 (700-1)	840-2 675 (700-1)	840-2 ¼ 675 (700-2 ¼)



NE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4888
243°	TDZE	157
	Apt Elev	165

RNAV (GPS) RWY 24

POUGHKEEPSIE / DUTCHESS COUNTY (POU)



DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet, and LNAV and Circling Cats C and D visibility $\frac{1}{4}$ mile.

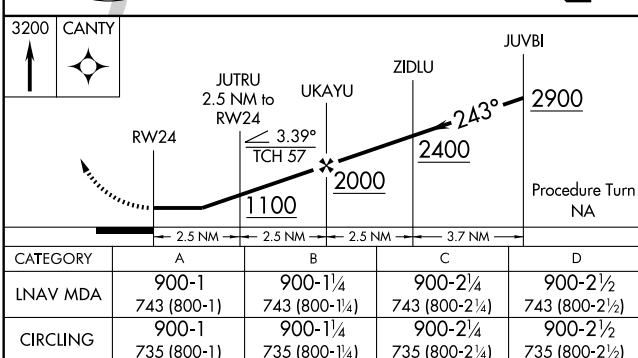
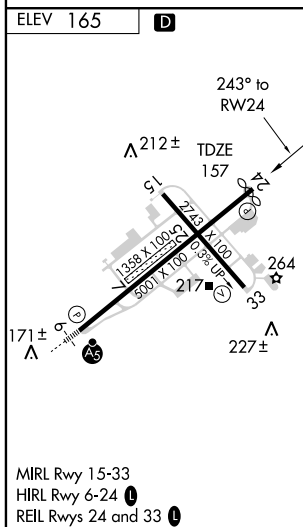
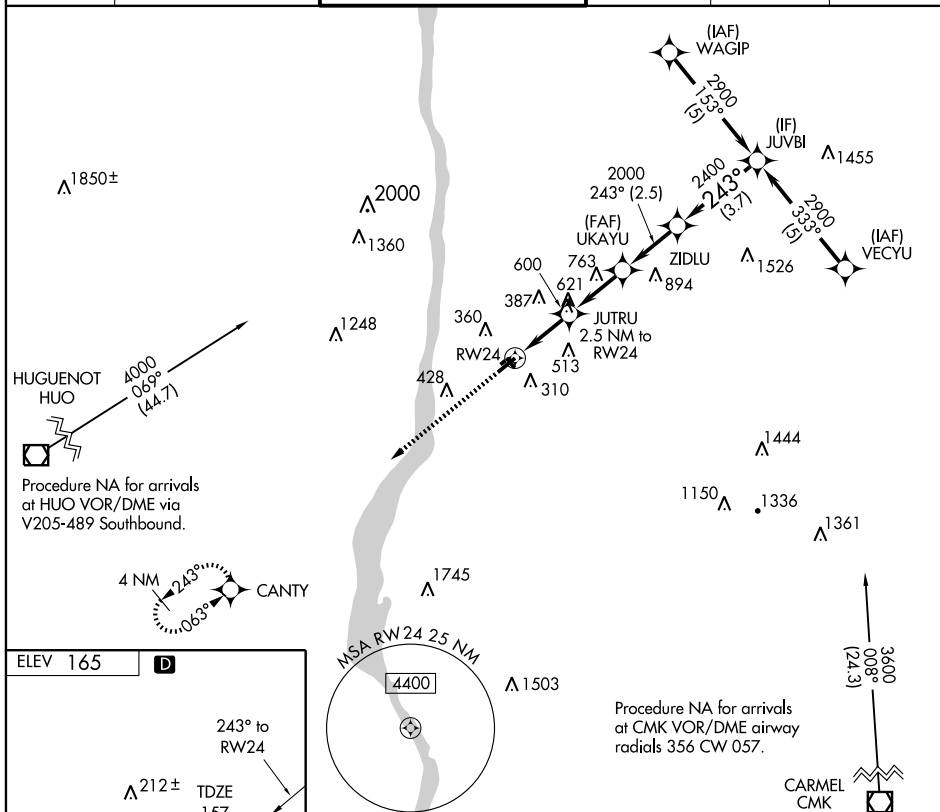
MISSED APPROACH: Climb to 3200 direct CANTY and hold.

ATIS
126.75

NEW YORK APP CON
132.75 363.1

DUTCHESS COUNTY TOWER ★
124.0 (CTAF) 269.15

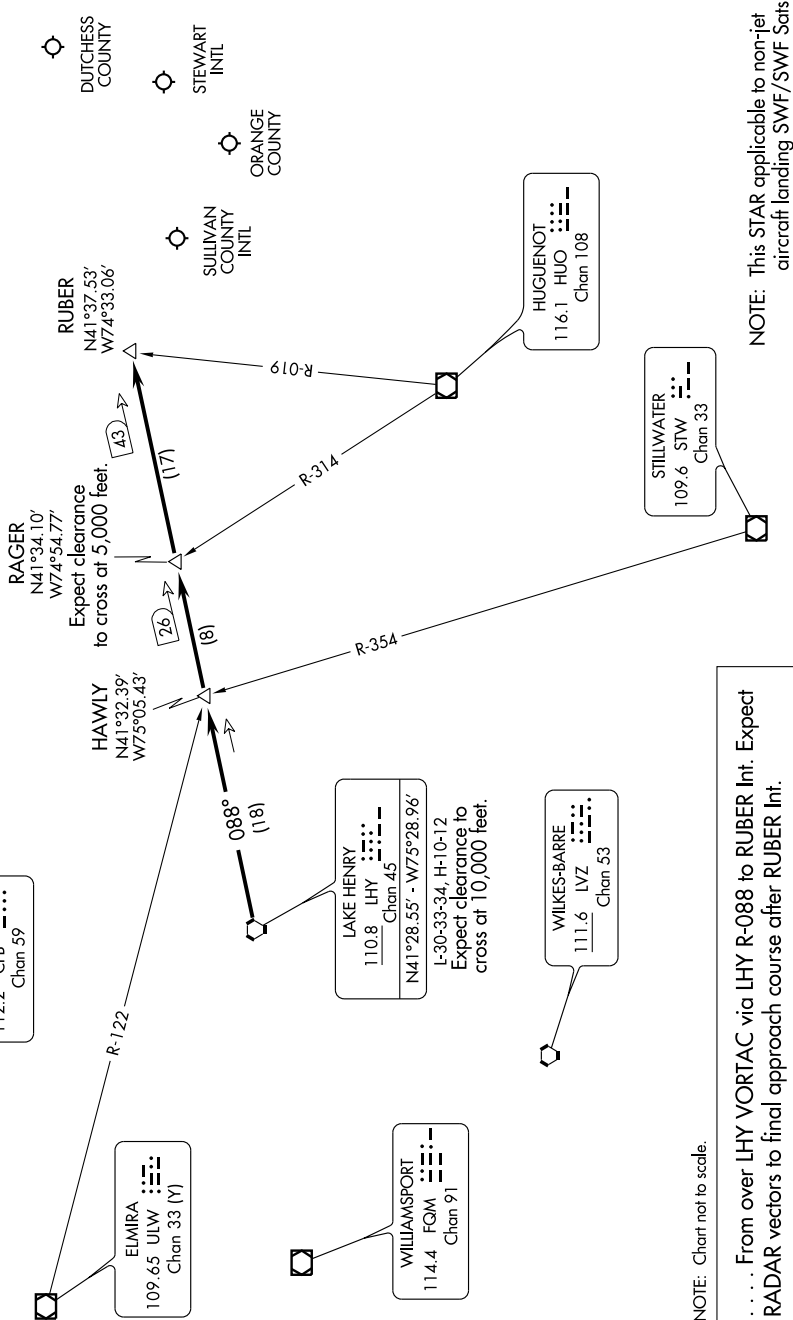
GND CO
121.8

CLNC DE
121.8UNICOM
122.95

RUBER ONE ARRIVAL

NEWBURGH, NEW YORK

NEW YORK APP CON 132.75 363.1
 STEWART INTL ATIS 124.575
 SULLIVAN COUNTY INTL AWOS-3 134.025
 ORANGE COUNTY ASOS 119.275
 DUTCHESS COUNTY ATIS 126.75

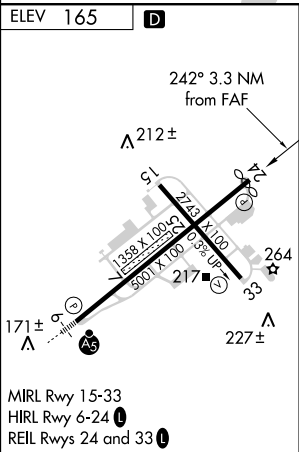
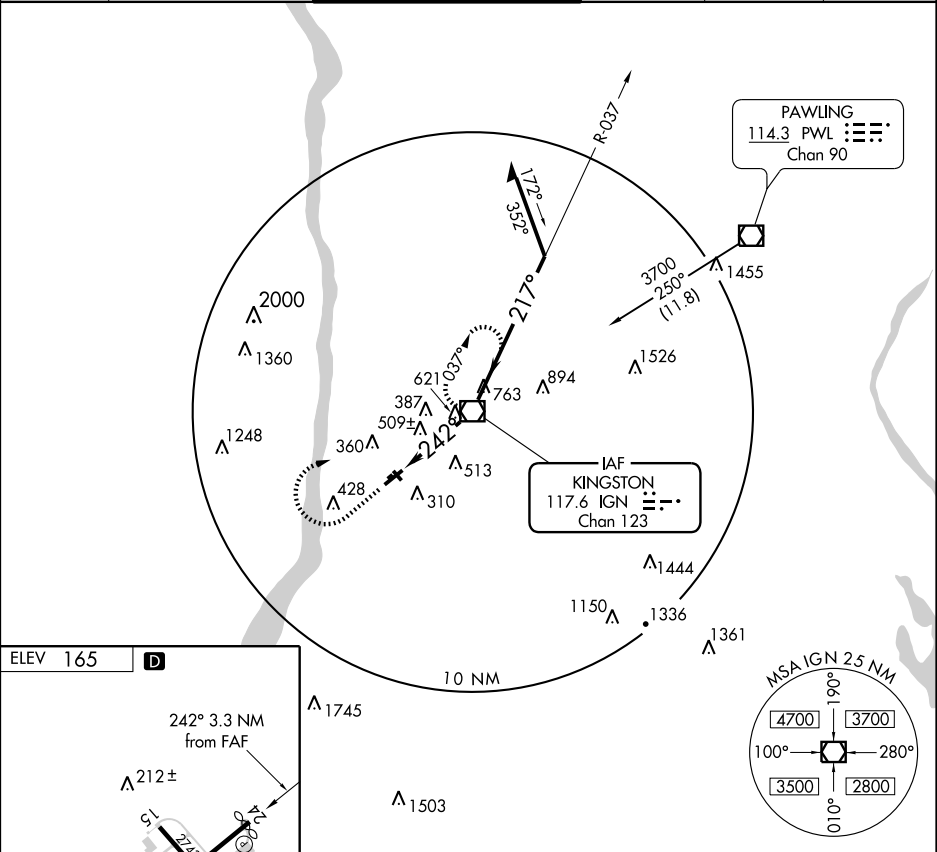


VOR/DME IGN	APP CRS	Rwy Idg TDZE	N/A
117.6	242°	Apt Elev	N/A
Chan 123			165

POUGHKEEPSIE / DUTCHESS COUNTY (POU)

▼ Visibility reduction by helicopters NA.	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct IGN VOR/DME and hold, continue climb-in-hold to 3000.
▲ When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet.	

ATIS 126.75	NEW YORK APP CON 132.75 363.1	DUTCHESS COUNTY TOWER ★ 124.0 (CTAF) 269.15	GND CON 121.8	CLNC DEL 121.8	UNICOM 122.95
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FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

CATEGORY	A		B		C		D	
	760-1 595 (600-1)		840-1 675 (700-1)		840-2 675 (700-2)		840-2 1/4 675 (700-2 1/4)	

VOR/DME IGN	APP CRS	Rwy Idg	5001
117.6	062°	TDZE	156
Chan 123		Apt Elev	165

VOR/DME RWY 6

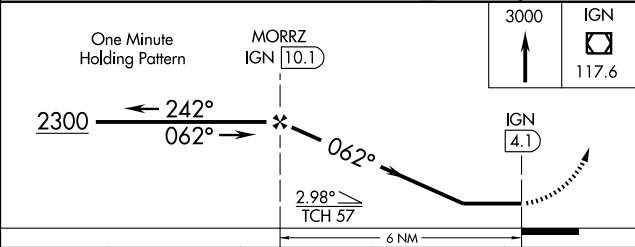
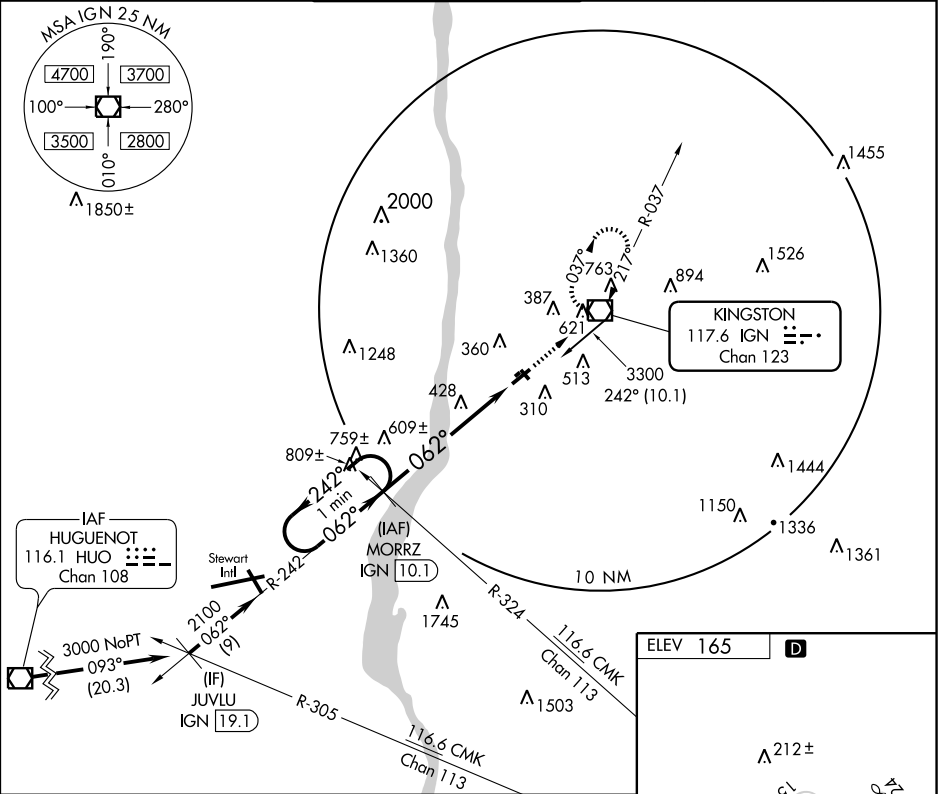
POUGHKEEPSIE / DUTCHESS COUNTY (POU)

⚠ Inoperative table does not apply to Cats A, B. Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet, increase S-6 Cats C, D and Circling Cats B, C, D visibility ¼ mile.

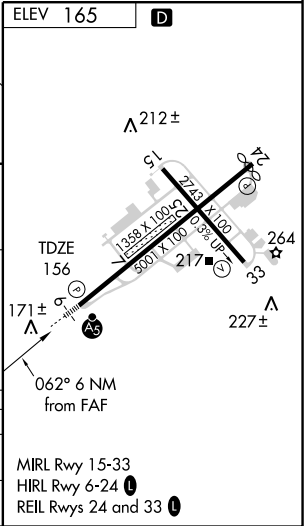
MALSR
A5

MISSED APPROACH: Climb to 3000 direct IGN VOR/DME and hold, continue climb-in-hold to 3000.

ATIS 126.75	NEW YORK APP CON 132.75 363.1	DUTCHESS COUNTY TOWER ★ 124.0 (CTAF) 269.15	GND CON 121.8	CLNC DEL 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
S-6	860-1 704 (700-1)		860-1½ 704 (700-1½)	860-1¾ 704 (700-1¾)
CIRCLING	860-1 695 (700-1)		860-2 695 (700-2)	860-2¼ 695 (700-2¼)



VOR/DME IGN 117.6 Chan 123	APP CRS 242°	Rwy Idg 4888 TDZE 157 Apt Elev 165
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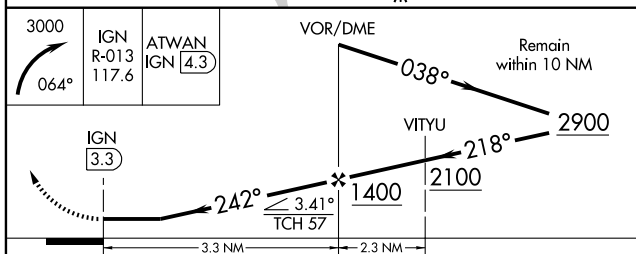
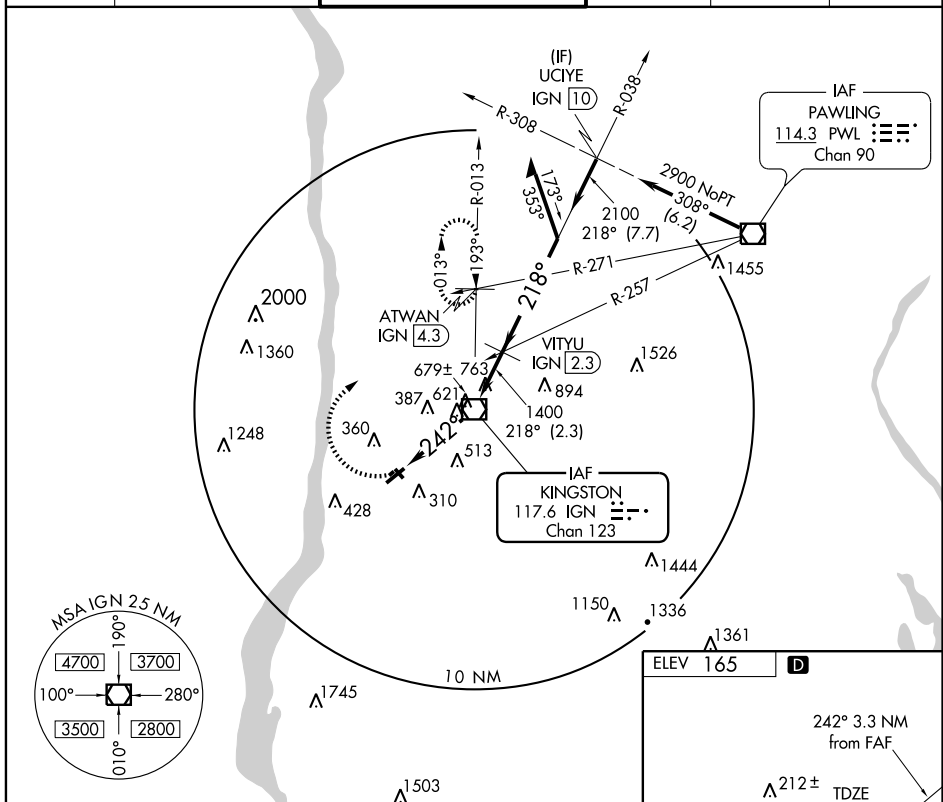
VOR/DME RWY 24

POUGHKEEPSIE / DUTCHESS COUNTY (POU)

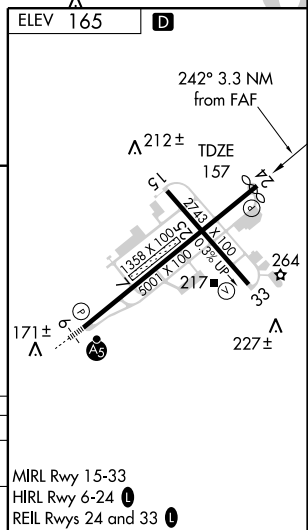
T Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet. S-24 and Circling Cat C and D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climbing right turn to 3000 via heading 064° and IGN VOR/DME R-013 to ATWAN/4.3 DME and hold, continue climb-in-hold to 3000.

ATIS 126.75	NEW YORK APP CON 132.75 363.1	DUTCHESS COUNTY TOWER ★ 124.0 (CTAF) 0 269.15	GND CON 121.8	CLNC DEL 121.8	UNICOM 122.95
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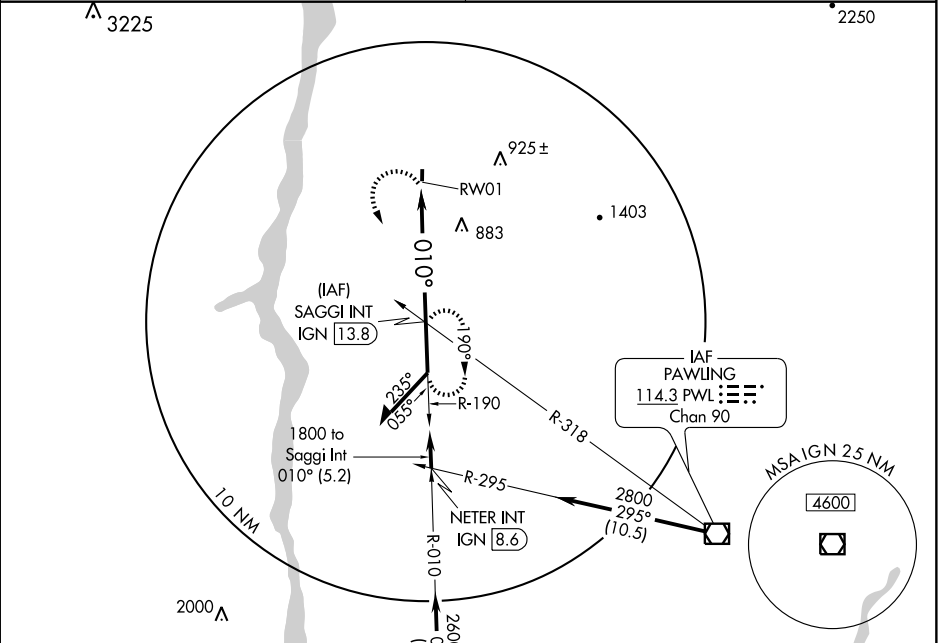
CATEGORY	A	B	C	D
S-24	940-1 783 (800-1)	940-1¼ 783 (800-1¼)	940-2¼ 783 (800-1¼)	940-2½ 783 (800-2½)
CIRCLING	940-1 775 (800-1)	940-1¼ 775 (800-1¼)	940-2¼ 775 (800-2¼)	940-2½ 775 (800-2½)



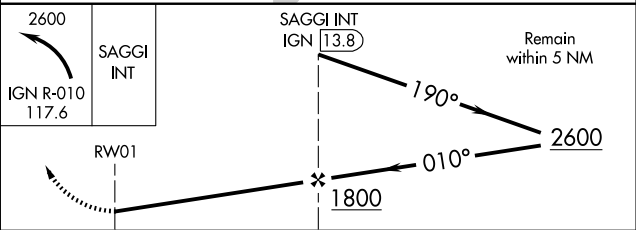
VOR/DME IGN	APP CRS	Rwy Idg	2664
117.6	010°	TDZE	323
Chan 123		Apt Elev	323

VOR or GPS RWY 1
RED HOOK / SKY PARK (46°N)

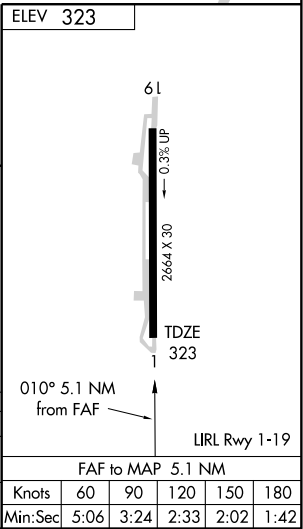
<div>▼ ▲ NA</div> <div>Use Poughkeepsie, NY altimeter setting.</div>	MISSED APPROACH: Climbing left turn to 2600 via IGN R-010 to SAGGI Int/13.8 DME and hold.
NEW YORK APP CON 132.75 363.1	CTAF 122.9



Final approach from Saggi Int holding pattern not authorized. Procedure turn required.



CATEGORY	A	B	C	D
S-1	1340-1¼ 1017 (1100-1¼)	NA		
CIRCLING	1340-1¼ 1017 (1100-1¼)	NA		



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

LOC I-MWD 110.7	APP CRS 222°	Rwy Idg TDZE Apt Elev	8001 559 559
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ILS or LOC RWY 22

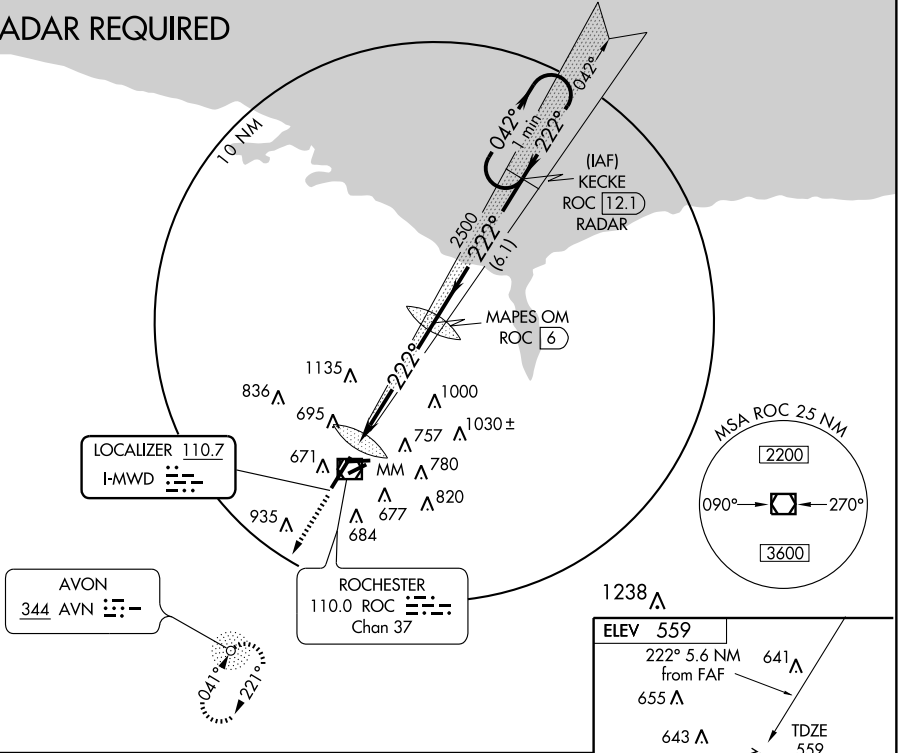
ROCHESTER / GREATER ROCHESTER INTL (ROC)

ADF REQUIRED. When R-5203 active hold in lieu not authorized. * RVR 1800 authorized with the use of FD or AP or HUD to DA.	MALSR 	MISSED APPROACH: Climb to 3000 direct AVN NDB and hold.
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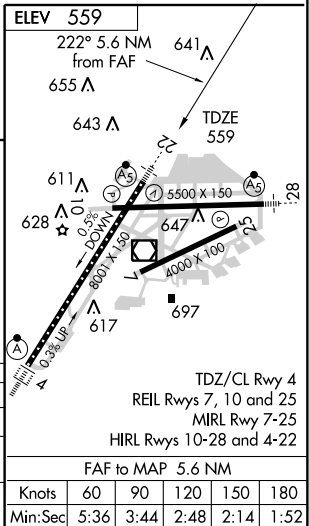
ATIS 124.825	ROCHESTER APP CON 119.55 269.6	ROCHESTER TOWER 118.3 254.3	GND CON 121.7	CLNC DEL 118.8 387.0
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R-5203

RADAR REQUIRED



3000 ↑	AVN 344	MAPES OM ROC 6	KECKE ROC 12.1	One Minute Holding Pattern
CATEGORY	A	B	C	D
S-ILS 22	* 759/24 200 (200-1/2)			
S-LOC 22	1000/24 441 (500-1/2)	1000/40 441 (500-3/4)	1000/50 441 (500-1)	
CIRCLING	1060-1 501 (600-1)	1060-1 1/2 501 (600-1 1/2)	1240-2 1/4 681 (700-2 1/4)	



LOC I-ROC 109.5	APP CRS 278°	Rwy Idg TDZE Apt Elev 5500 548 559	ROCHESTER / GREATER ROCHESTER INTL (ROC)	
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▼

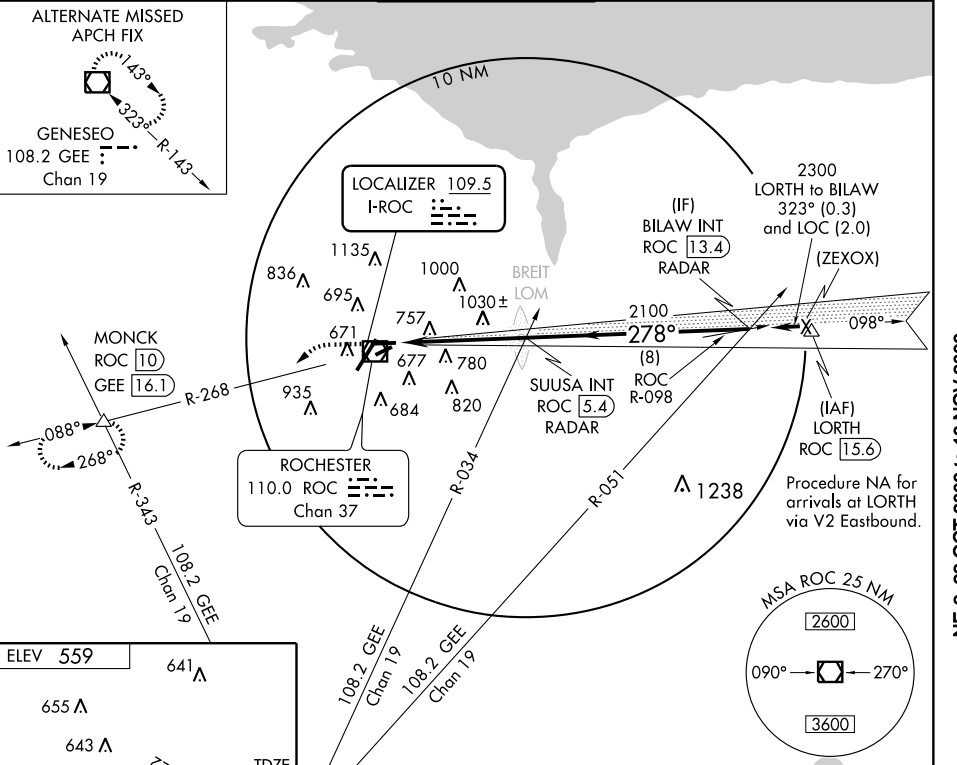
▲

Inoperative table does not apply to S-ILS 28 all Cats. and S-LOC 28 Cats. A and B.
Visibility reduction by helicopters NA.
Multiple unshielded lights in final approach area.

MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 230° and ROC VOR/ DME R-268 to MONCK INT/ROC 10 DME and hold.

ATIS 124.825	ROCHESTER APP CON 119.55 269.6	ROCHESTER TOWER 118.3 254.3	GND CON 121.7	CLNC DEL 118.8 387.0
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ELEV 559

2000

3000

MONCK

ROC

SUUSA INT

BILAW INT

2100

278°

2300

Procedure Turn NA

GS 3.00°

TCH 57

CATEGORY	A	B	C	D
S-ILS 28	798/50 250 (300-1)			
S-LOC 28	1280/50	732 (800-1)	1280-1½ 732 (800-1½)	1280-1¾ 732 (800-1¾)
CIRCLING	1280-1	721 (800-1)	1280-2 721 (800-2)	1280-2¼ 721 (800-2¼)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NE-2, 22 OCT 2009 to 19 NOV 2009

LOC I-MCU	APP CRS	Rwy Idg	8001
<u>110.7</u>	<u>044°</u>	TDZE	535
		Apt Elev	559

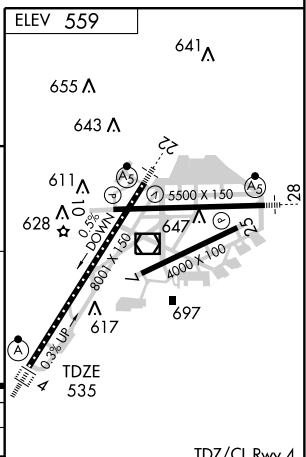
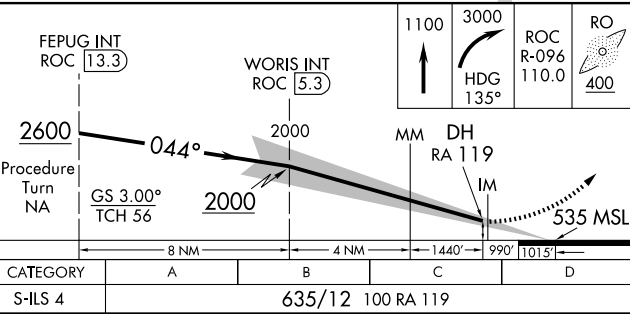
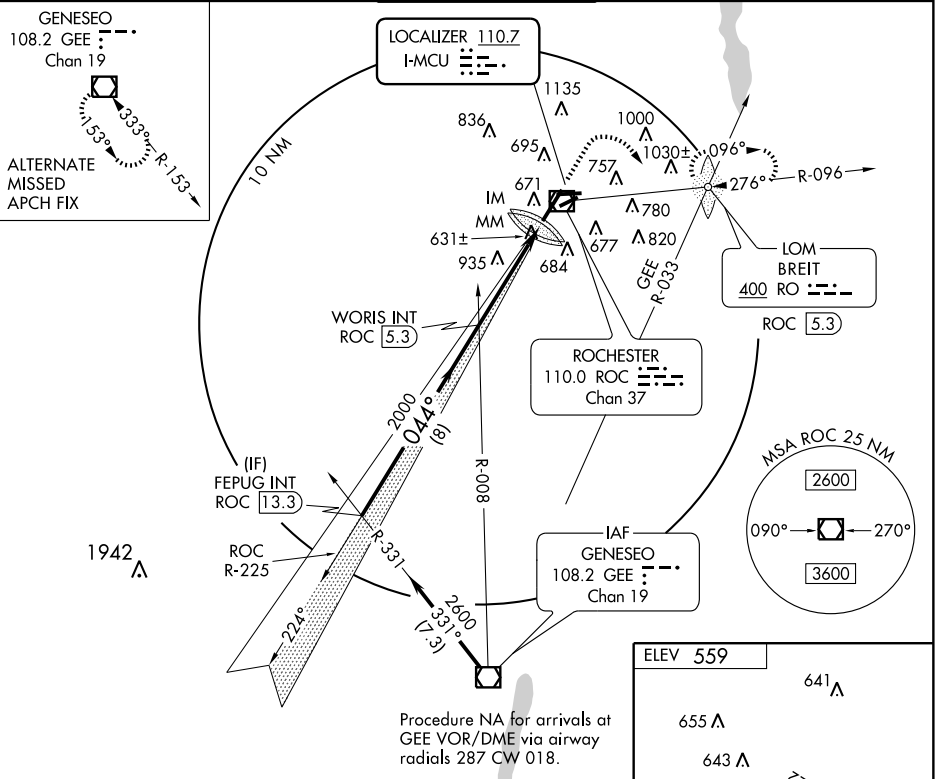
ILS RWY 4 (CAT II)

ROCHESTER / GREATER ROCHESTER INTL (ROC)

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 via heading 135° and ROC VOR/DME R-096 to BREIT LOM/INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0



NE-2, 22 OCT 2009 to 19 NOV 2009

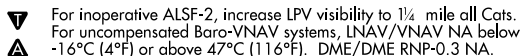
WAAS
CH 45611
W04A

APP CRS
042°

Rwy Idg	8001
TDZE	535
Apt Elev	559

RNAV (GPS) RWY 4

ROCHESTER / GREATER ROCHESTER INTL (ROC)



MISSED APPROACH: Climb to 3000 direct CISON and right turn via 150° track to BREIT and hold, continue climb-in-hold to 3000.

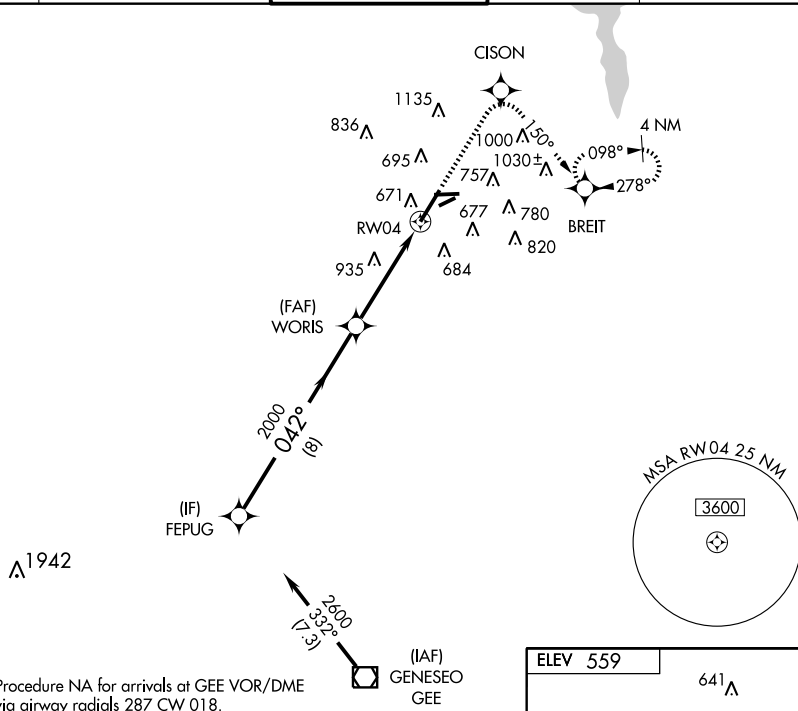
ATIS
124.825

ROCHESTER APP CON
119.55 269.6

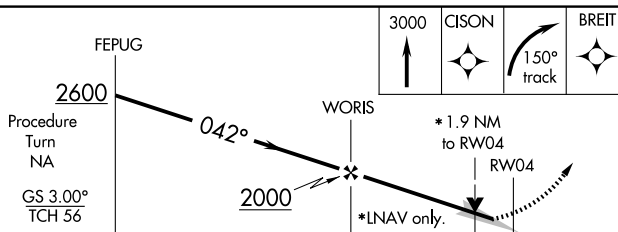
ROCHESTER TOWER
118.3 254.3

GND CON
121.7

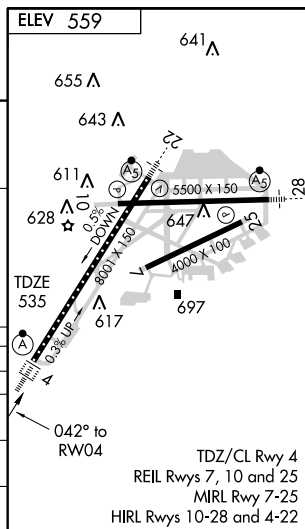
CLNC DEL
118.8 387.0



Procedure NA for arrivals at GEE VOR/DME
via airway radials 287 CW 018.



CATEGORY	A	B	C	D
LPV DA	866/40 331 (400-¾)			
LNAV/ VNAV	1321-2¼ 786 (800-2¼)			
LNAV MDA	1200/24 665 (700-½)		1200/60 665 (700-1¼)	1200-1½ 665 (700-½)
CIRCLING	1200-1 641 (700-1)		1200-1¾ 641 (700-1¾)	1240-2¼ 681 (700-2¼)



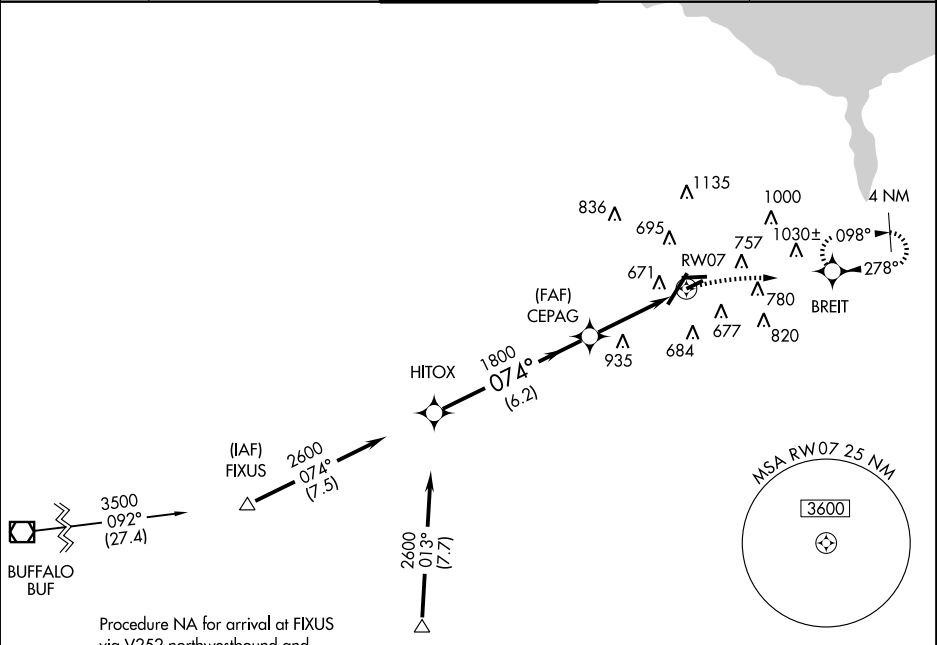
▼

NA

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Straight-In minimums NA at night.

MISSED APPROACH: Climbing right turn
to 3000 direct BREIT WP and hold.

ATIS 124.825	ROCHESTER APP CON 119.55 269.6	ROCHESTER TOWER 118.3 254.3	GND CON 121.7	CLNC DEL 118.8 387.0
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▲ 1951

Procedure Trun NA

HITOX

2600

074°

CEPAG

1800

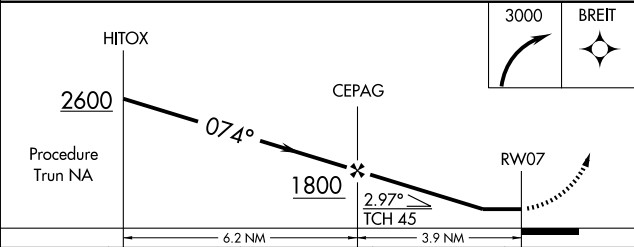
2.97°

TCH 45

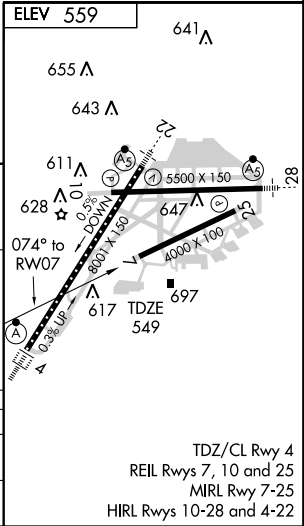
RW07

6.2 NM

3.9 NM



CATEGORY	A	B	C	D
RNAV MDA	1200-1	651 (700-1)	1200-1¾ 651 (700-1¾)	1200-2 651 (700-2)
CIRCLING	1200-1	641 (700-1)	1200-1¾ 641 (700-1¾)	1240-2 ¼ 681 (700-2 ¼)



▼

▲ NA

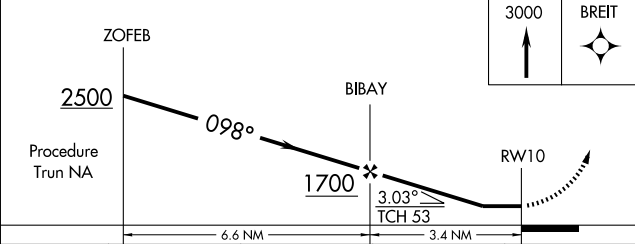
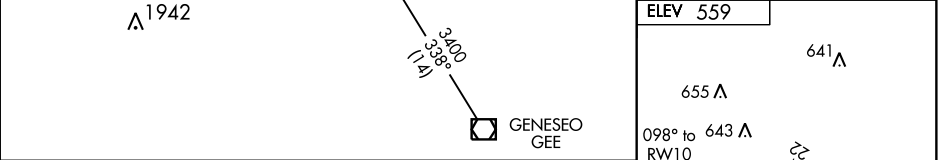
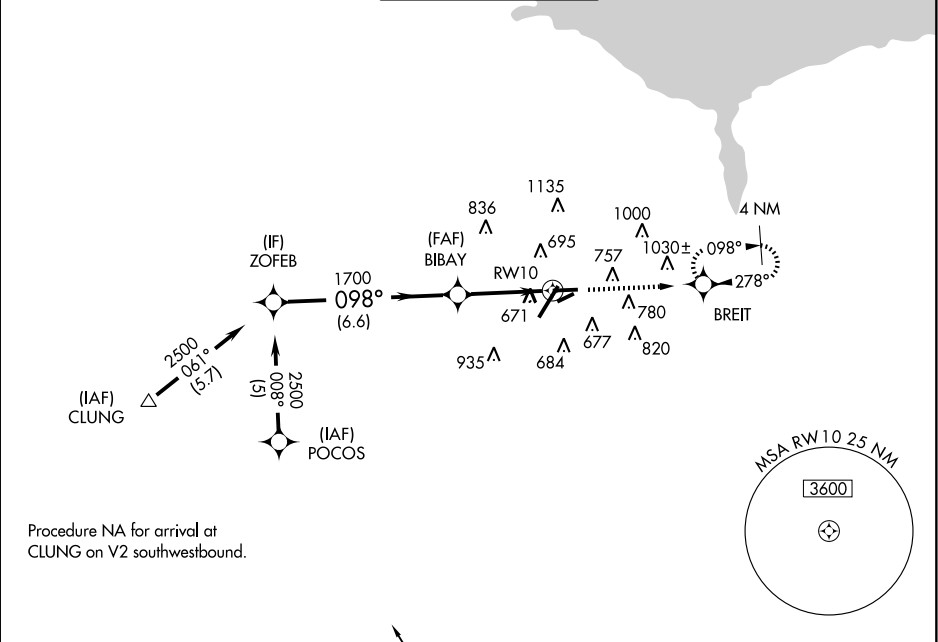
GPS or RNP-0.3 required.

DME/DME RNP-0.3 NA.

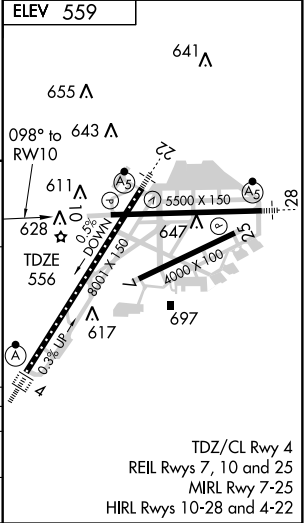
MISSED APPROACH: Climb to 3000

direct BREIT WP and hold.

ATIS 124.825	ROCHESTER APP CON 119.55 269.6	ROCHESTER TOWER 118.3 254.3	GND CON 121.7	CLNC DEL 118.8 387.0
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CATEGORY	A	B	C	D
RNAV MDA	960-1	404 (500-1)	960-1 1/4	404 (500-1 1/4)
CIRCLING	1060-1	501 (600-1)	1060-1 1/2	1240-2 1/4



TDZ/CL Rwy 4
REIL Rws 7, 10 and 25
MIRL Rwy 7-25
HIRL Rws 10-28 and 4-22

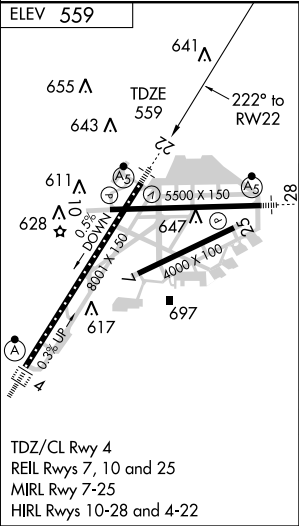
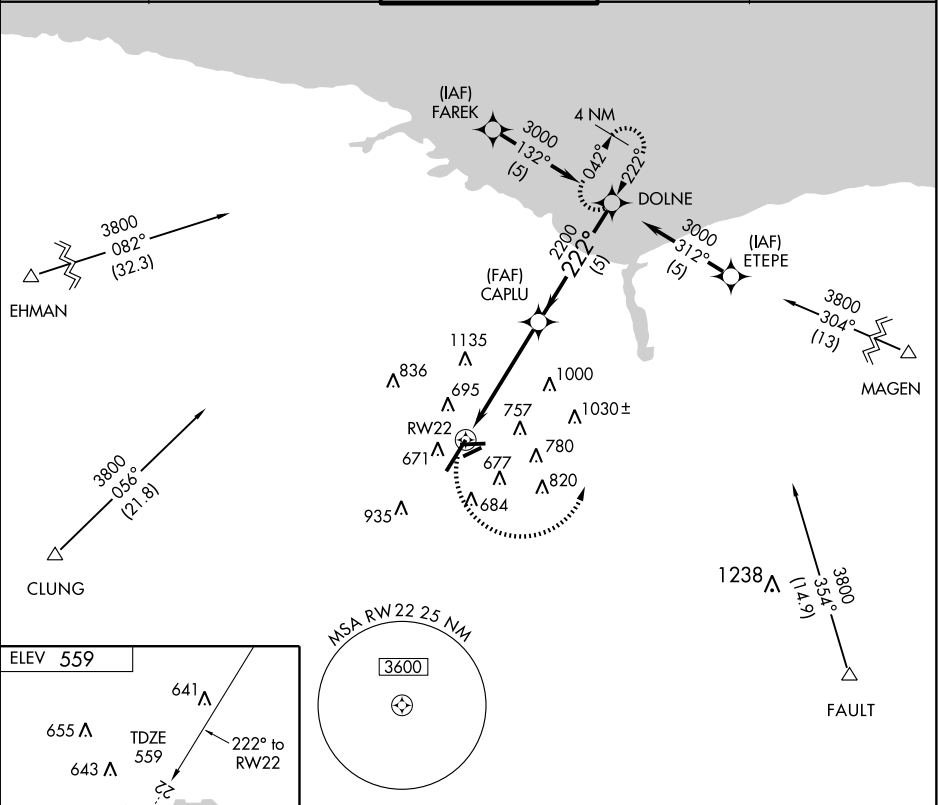
APP CRS 222°	Rwy Idg TDZE Apt Elev	8001 559 559
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RNAV (GPS) RWY 22

ROCHESTER / GREATER ROCHESTER INTL (ROC)

NA Inoperative table does not apply to Cat. A and B. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MALSR	MISSED APPROACH: Climbing left turn to 3000 direct DOLNE WP and hold.
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ATIS 124.825	ROCHESTER APP CON 119.55 269.6	ROCHESTER TOWER 118.3 254.3	GND CON 121.7	CLNC DEL 118.8 387.0
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Procedure Turn NA			
CATEGORY	A	B	C
LNAV MDA	1320/50	761 (800-1)	1320-1 3/4 761 (800-1 3/4)
CIRCLING	1320-1 761 (800-1)	1320-1 1/4 761 (800-1 1/4)	1320-2 1/4 761 (800-2 1/4)

AL-351 (FAA)

APP CRS
254°

Rwy Idg	4000
TDZE	549
Apt Elev	559

RNAV (GPS) RWY 25

ROCHESTER / GREATER ROCHESTER INTL (ROC)



GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Straight-In minimums NA at night.

MISSED APPROACH: Climb to 3000
direct MONCK WP and hold.

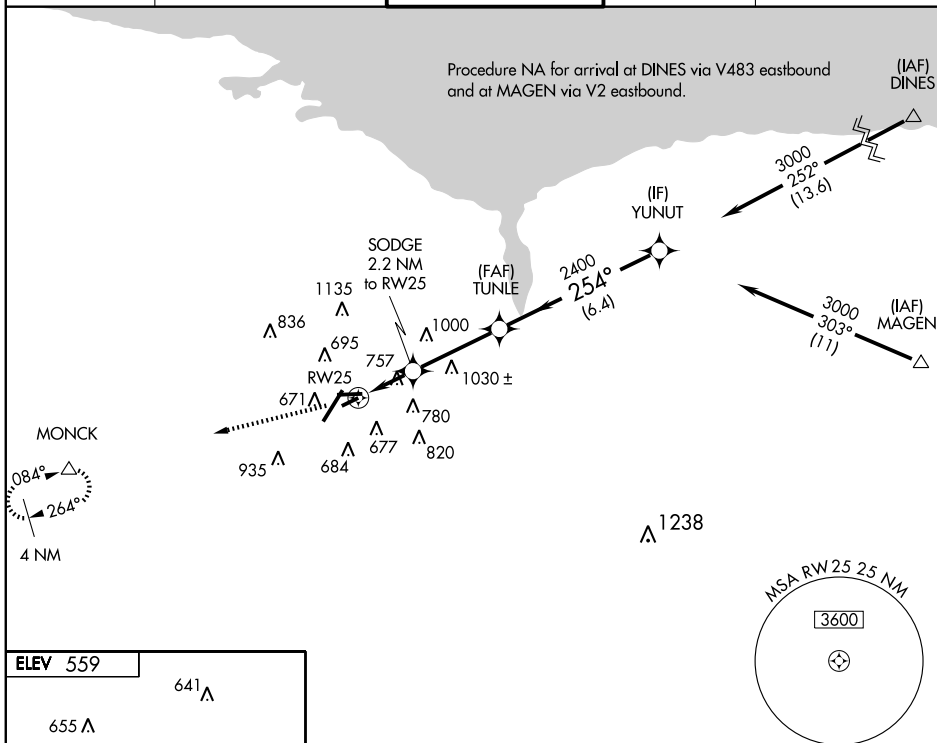
ATIS
124.825

ROCHESTER APP CON
119.55 269.6

ROCHESTER TOWER
118.3 254.3

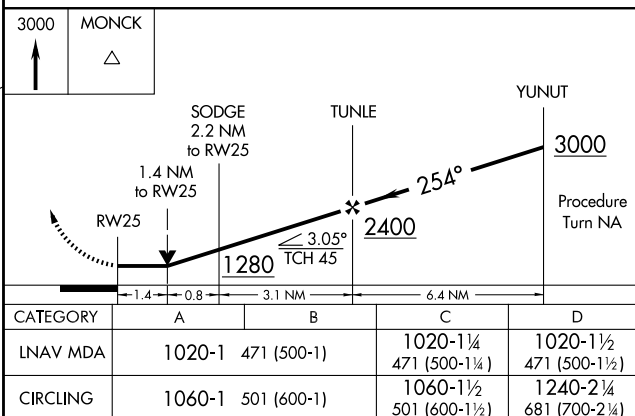
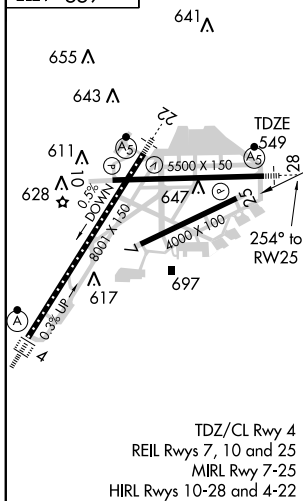
GND CON
121.7

CLNC DEL
118.8 387.0



NE-2: 22 OCT 2009 to 19 NOV 2009

ELEV 559



WAAS CH 86411 W28A	APP CRS 278°	Rwy Idg TDZE Apt Elev	5500 548 559
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RNAV (GPS) RWY 28

ROCHESTER / GREATER ROCHESTER INTL (ROC)

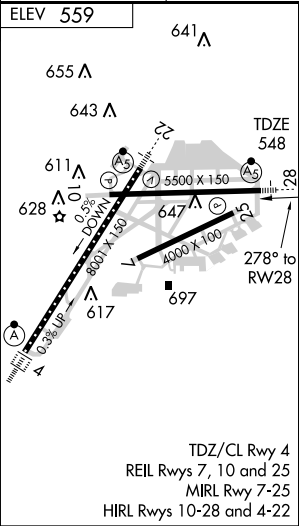
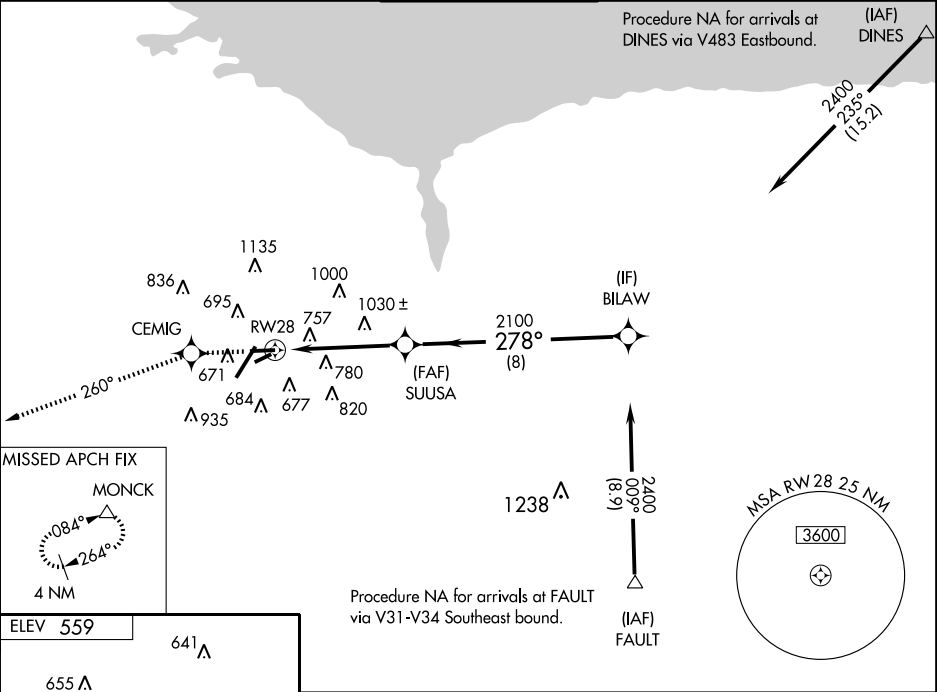
▼ Inoperative table does not apply to LNAV Cat. A and LPV all Cats.
▲ For inoperative MALSR, increase LNAV Cat. B visibility to RVR 6000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Multiple unshielded lights in final approach area.

MALSR



MISSED APPROACH: Climb to 3000
direct CEMIG and via 260° track to
MONCK and hold.

ATIS 124.825	ROCHESTER APP CON 119.55 269.6	ROCHESTER TOWER 118.3 254.3	GND CON 121.7	CLNC DEL 118.8 387.0
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	3000	CEMIG	260° TRK	MONCK	Procedure Turn NA
					BILAW
					2400
					GS 3.00° TCH 57
					2100
					4.7 NM
					8 NM
CATEGORY	A	B	C	D	
LPV DA		839/50	291 (300-1)		
LNAV VNAV DA		1056/60	508 (500-1¼)		
LNAV MDA	1340/50	792 (800-1)	1340-1¾ 792 (800-1¾)	1340-2 792 (800-2)	
CIRCLING	1340-1 781 (800-1)	1340-1¼ 781 (800-1¼)	1340-2¼ 781 (800-2¼)	1340-2½ 781 (800-2½)	

▼

For inoperative ALSF-2, increase S-4 Cats. A, B visibility to RVR 5000.

▲

Visibility reduction by helicopters NA.

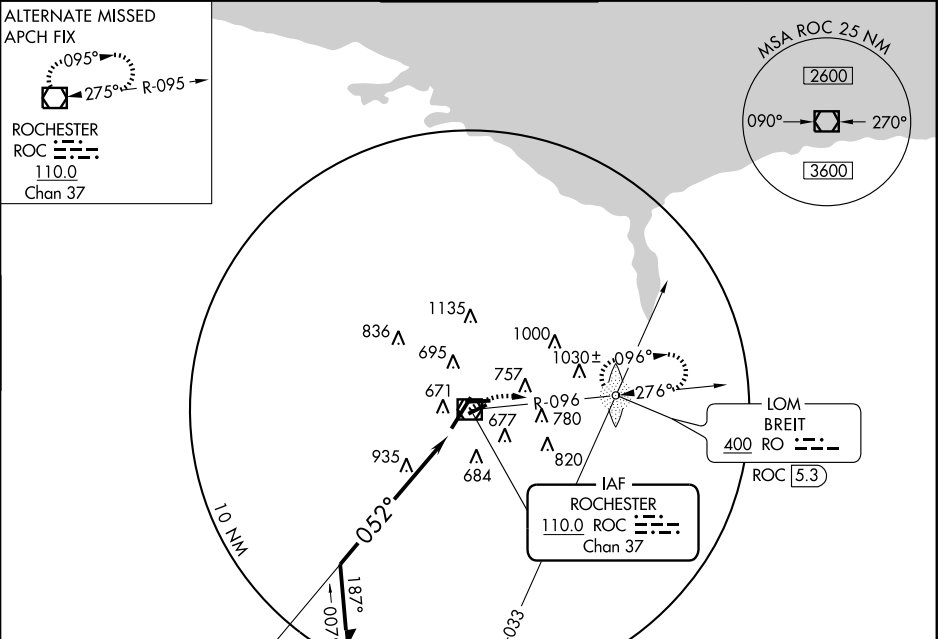
ALSF-2

MISSED APPROACH: Climbing right turn to 3000 via heading 130° and ROC VOR/DME R-096 to BREIT LOM/INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0

ALTERNATE MISSED APCH FIX

ROCHESTER ROC 110.0 Chan 37



Remain within 10 NM

3000

ROC R-096 110.0

RO 400

CATEGORY	A	B	C	D
S-4	1240/40 705 (700-¾)		1240-1½ 705 (700-1½)	1240-1¾ 705 (700-1¾)
CIRCLING	1240-1 681 (700-1)		1240-2 681 (700-2)	1240-2¼ 681 (700-2¼)

ELEV 559

TDZE 535

052° to ROC VOR/DME

TDZ/CL Rwy 4

REIL Rwys 7, 10 and 25

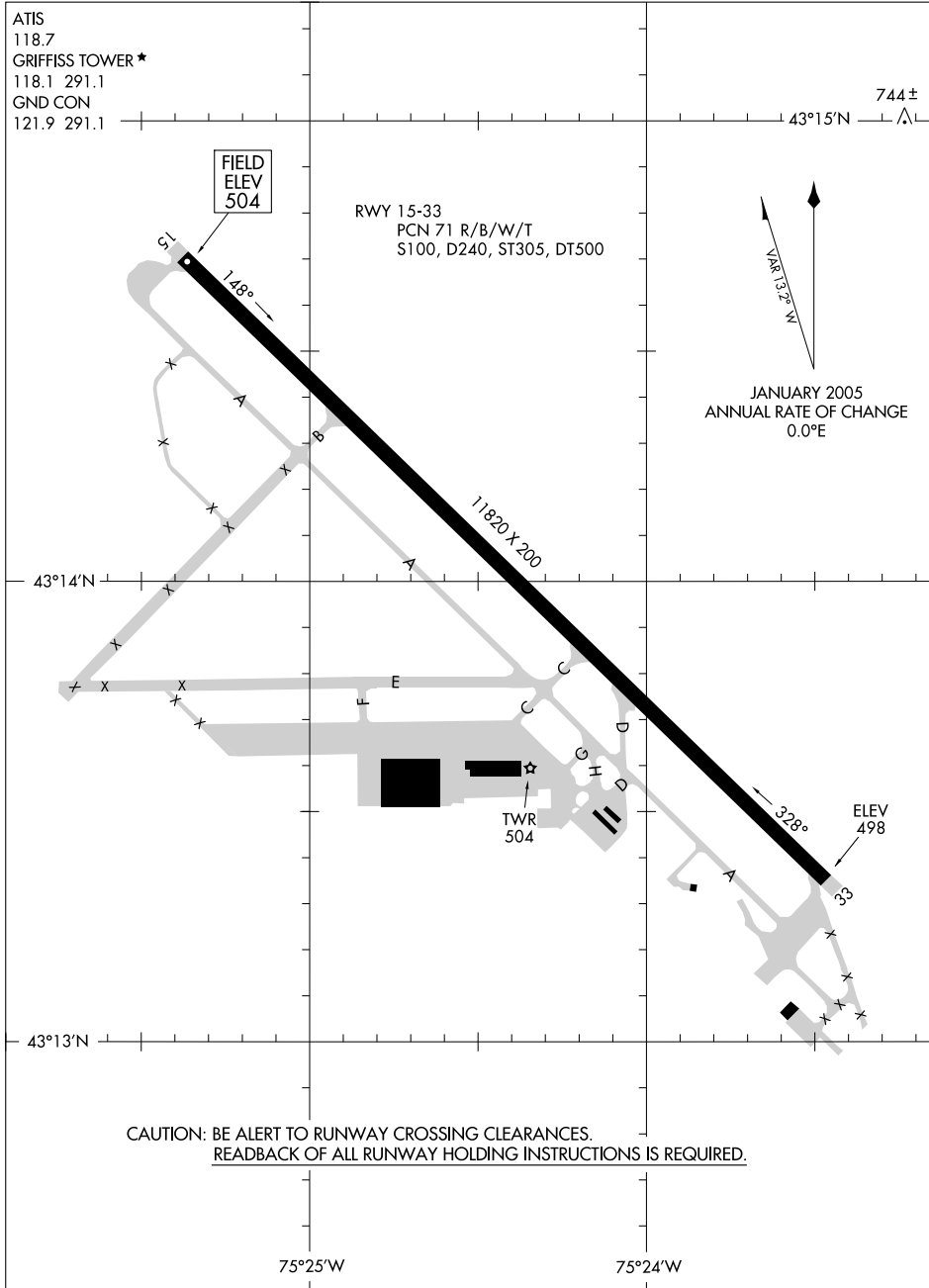
MIRL Rwy 7-25

HIRL Rwys 10-28 and 4-22

09295

AIRPORT DIAGRAM

AL-9515 (FAA)

 ROME/GRIFFISS INTL (RME)
 ROME, NEW YORK


LOC I-FYQ	APP CRS	Rwy Idg	11820
<u>109.1</u>	146°	TDZE	504
		Apt Elev	504

ILS RWY 15

ROME/GRIFFISS INTL (RME)

T Radar or DME required for localizer minima.
A NA Circling NA West of Rwy 15-33.

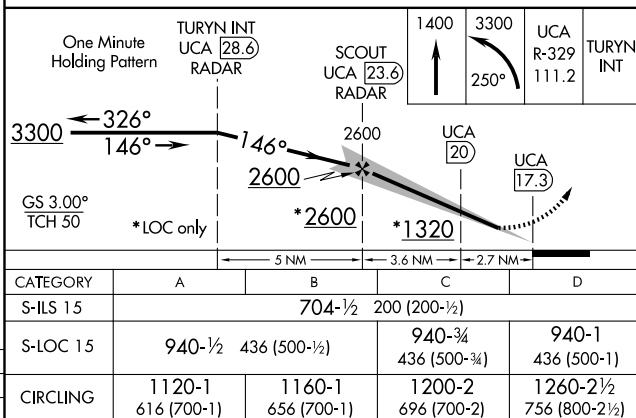
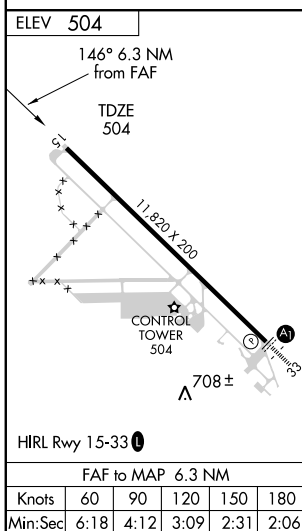
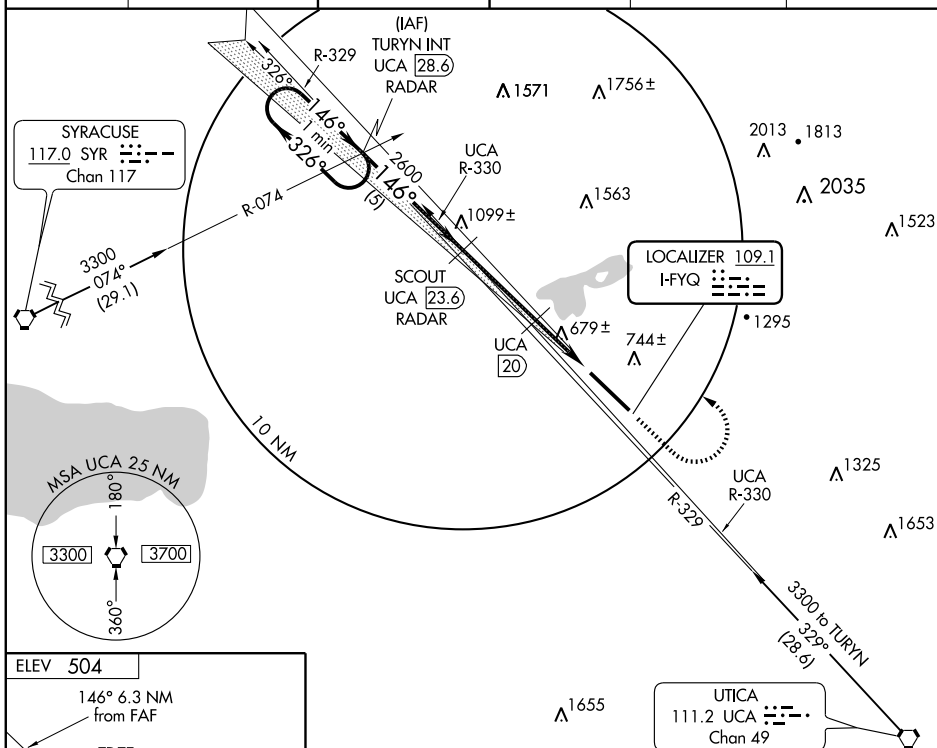
MISSED APPROACH: Climb to 1400, then climbing left turn to 3300 via heading 250° and UCA R-329 to TURYN Int and hold.

ATIS
118.7

GRIFISS APP CON
120.925 269.5




GRIFFISS TOWER★
 118.1 291.1

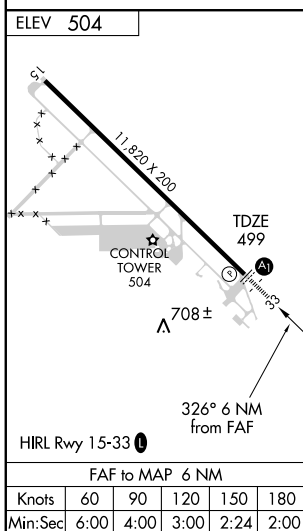
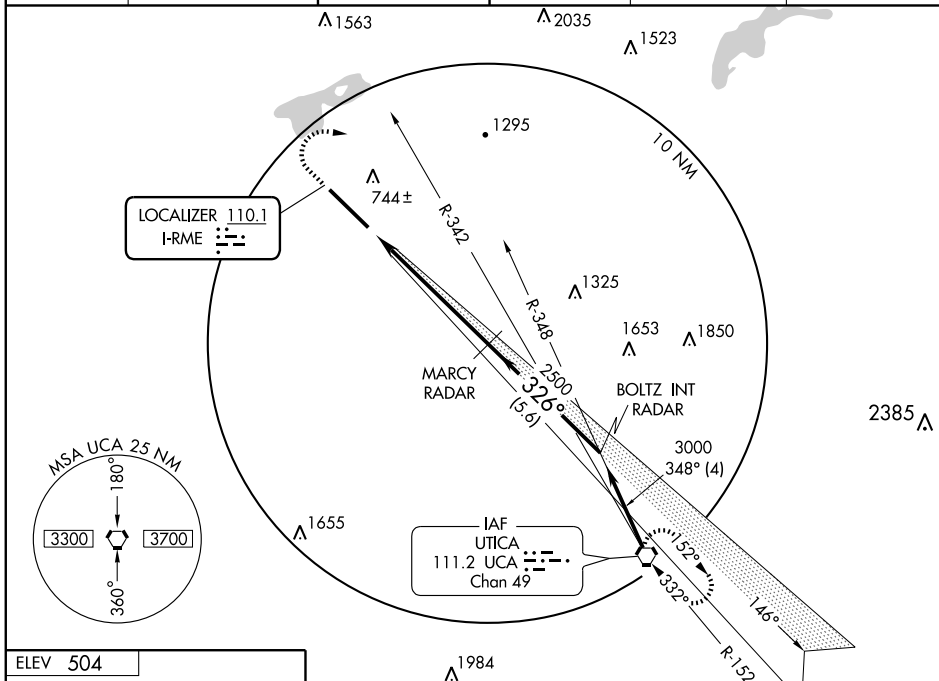
GND CON
121 9 291 1

CTAF
118 10UNICOM
122 95

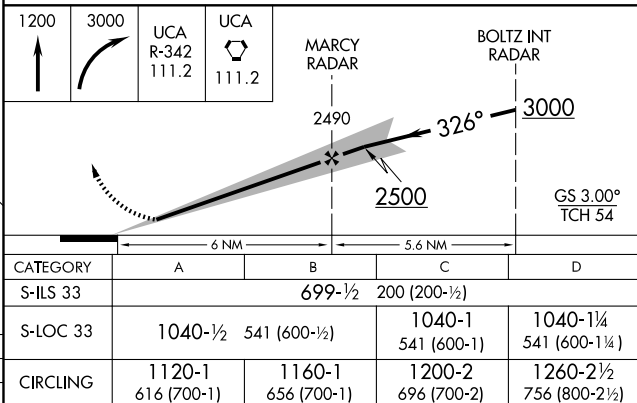
LOC I-RME	APP CRS	Rwy Idg	11820
<u>110.1</u>	326°	TDZE	499
		Apt Elev	504

ILS RWY 33
ROME/GRIFFISS INTL (RME)

 NA Circling NA West of Rwy 15-33.		ALSF-1 	MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 via UCA R-342 to UCA VORTAC and hold.		
ATIS 118.7	GRIFFISS APP CON 120.925 269.5	GRIFFISS TOWER ★ 118.1 291.1	GND CON 121.9 291.1	CTAF 118.1 	UNICOM 122.95



RADAR REQUIRED

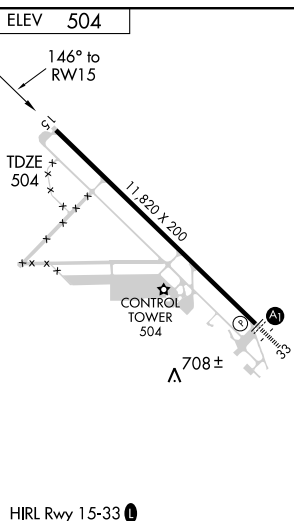
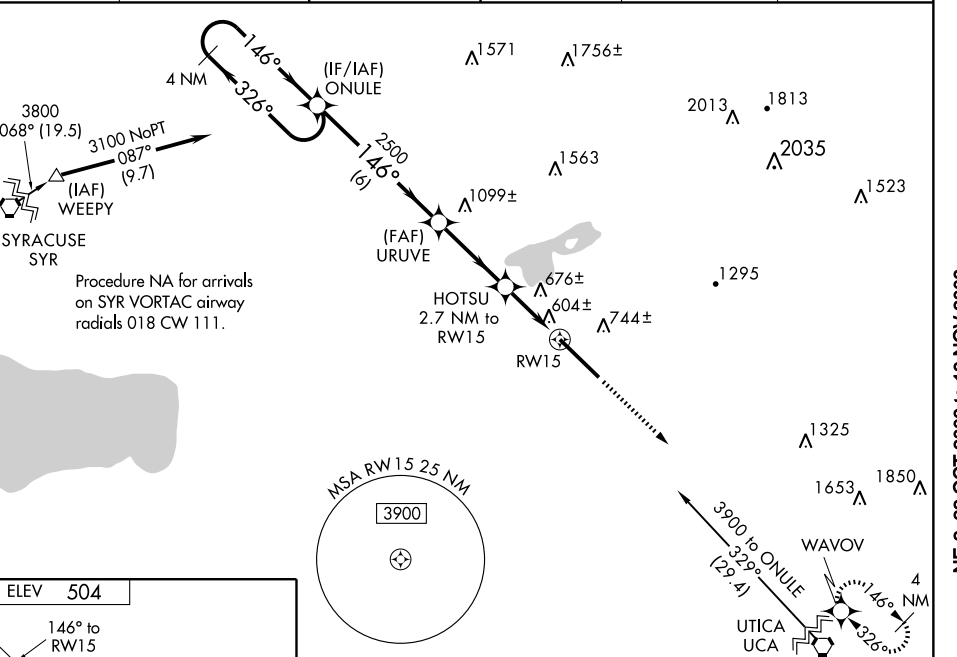


⚠ Circling NA west of Rwy 15-33. Baro-VNAV NA when using Syracuse altimeter setting.

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C. When local altimeter setting not received, use Syracuse altimeter setting and increase all DA 85 ft and all MDA 100 ft; increase LPV all Cats and LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cats B, C and D visibility ¼ mile. VDP NA when using Syracuse altimeter setting.

MISSED APPROACH:
Climb to 3200 direct
WAVOV and hold.

ATIS 118.7	GRIFFISS APP CON 120.925 269.5	GRIFFISS TOWER ★ 118.1 291.1	GND CON 121.9 291.1	CTAF 118.1	UNICOM 122.95
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4 NM Holding Pattern		ONULLE		URUBE		HOTSU 2.7 NM to RW15		RW15	
3100		326° 146°		2500		*1400		3200 ↑ WAVOV	
GS 3.00° TCH 47		146°		6 NM		3.3 NM		1.5 NM	
								*1.2 NM to RW15	
								1.2	
CATEGORY		A		B		C		D	
LPV DA				805-1		301 (400-1)			
LNAV/ VNAV DA				1052-2		548 (600-2)			
LNAV MDA		940-¾		436 (500-¾)		940-1¼ 436 (500-1¼)		940-1½ 436 (500-1½)	
CIRCLING		1120-1 616 (700-1)		1160-1 656 (700-1)		1200-2 696 (700-2)		1280-2½ 776 (800-2½)	

NE-2, 22 OCT 2009 to 19 NOV 2009

WAAS CH 42906 W33A	APP CRS 326°	Rwy Idg 11820 TDZE 498 Apt Elev 504
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RNAV (GPS) RWY 33
ROME/GRIFFISS INTL (RME)

▼ Circling NA west of Rwy 15-33. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F), DME/DME RNP-0.3 NA. **▲** Visibility reduction by helicopters NA. When local altimeter setting not received, use Syracuse altimeter setting and increase all DA 85 feet and all MDA 100 feet; increase LPV all Cats and LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cats B, C, and D visibility ¼ mile. For inoperative ALSF-1, increase LPV all Cats visibility ½ mile and LNAV Cats A and B visibility ¼ mile. For inoperative ALSF-1, when using Syracuse altimeter setting, increase LPV all Cats visibility ½ mile, LNAV Cats A and B visibility ¼ mile. Baro-VNAV and VDP NA when using Syracuse altimeter setting.

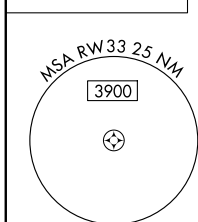
ALSF-1



MISSED APPROACH: Climb to 3100 direct ONULE and hold.

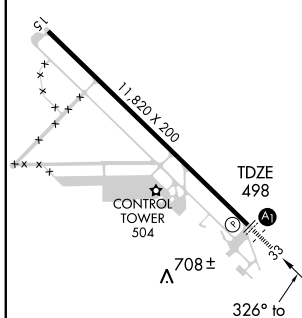
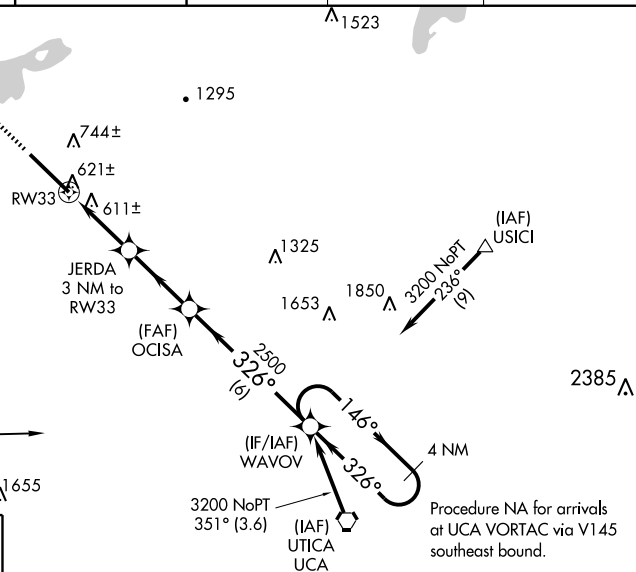
ATIS 118.7	GRIFFISS APP CON 120.925 269.5	GRIFFISS TOWER ★ 118.1 291.1	GND CON 121.9 291.1	CTAF 118.1 0	UNICOM 122.95
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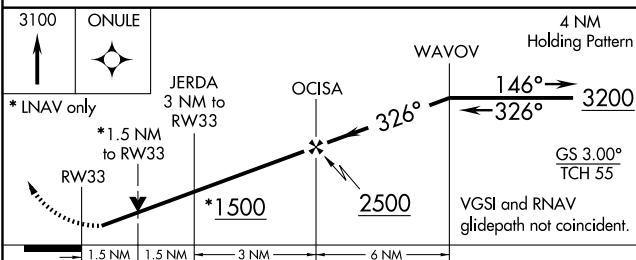


VASTS $\triangle \xrightarrow[100^\circ]{3200}$ $\xrightarrow{(15.3)}$

ELEV	504
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HIRL Rwy 15-33 **L**

Procedure NA for arrivals
at UCA VORTAC via V145
southeast bound.



VGSI and RNAV
glidepath not coincident.

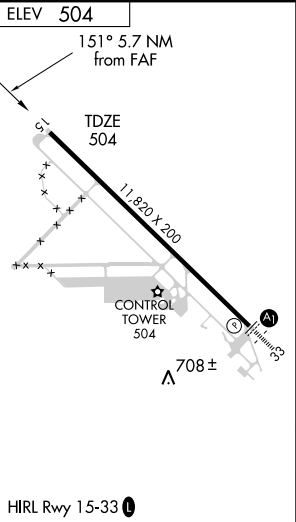
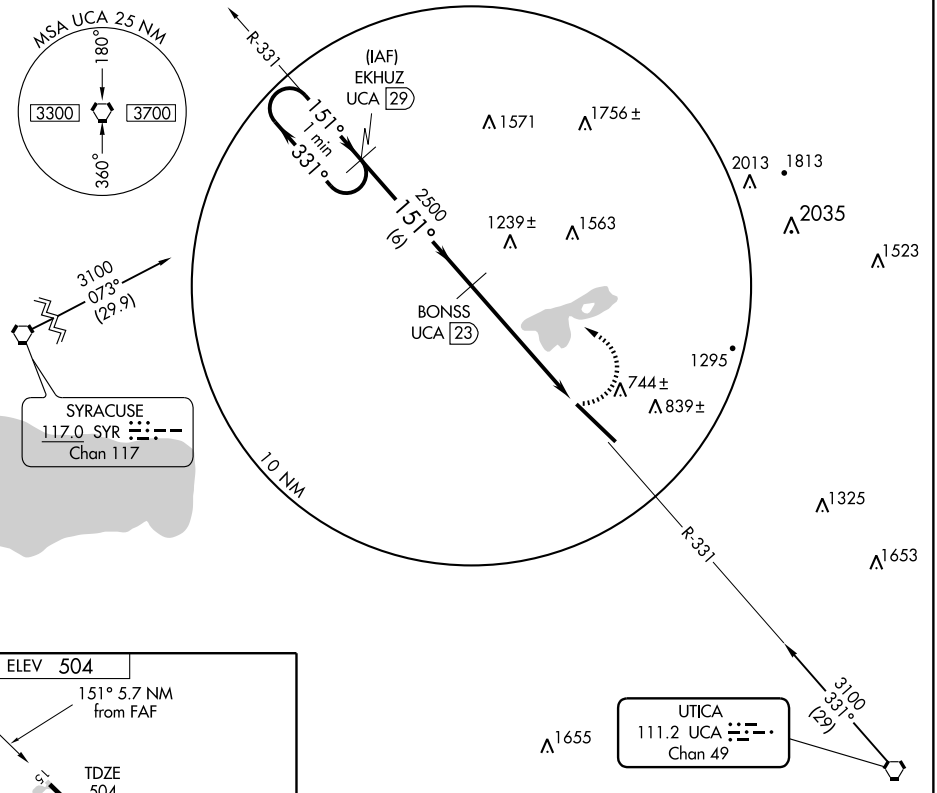
CATEGORY		A	B	C	D
LPV	DA	841- $\frac{3}{4}$		343 (400- $\frac{3}{4}$)	
LNAV/ VNAV	DA	978-1 $\frac{1}{4}$		480 (500-1 $\frac{1}{4}$)	
LNAV	MDA	1020- $\frac{3}{4}$ 522 (600- $\frac{3}{4}$)		1020-1 522 (600-1)	1020-1 $\frac{1}{4}$ 522 (600-1 $\frac{1}{4}$)
CIRCLING		1120-1 616 (700-1)	1160-1 656 (700-1)	1200-2 696 (700-2)	1280-2 $\frac{1}{2}$ 776 (800-2 $\frac{1}{2}$)

VORTAC UCA	APP CRS	Rwy Idg
111.2	151°	11,820
Chan 49		504
		Apt Elev
		504

VOR/DME RWY 15

ROME/GRIFFISS INTL (R.ME)

<div><div>NA</div><div>Circling NA west of Rwy 15-33.</div></div>		MISSED APPROACH: Climbing left turn to 3100 via heading 270° and UCA R-331 to EKHUZ/UCA 29 DME and hold.			
ATIS	GRIFFISS APP CON	GRIFFISS TOWER★	GND CON	CTAF	UNICOM
118.7	120.925 269.5	118.1 291.1	121.9 291.1	118.1	122.95



One Minute Holding Pattern		EKHUZ UCA 29	3100	UCA R-331 111.2	EKHUZ INT
3100 ← 331° → 151°		151°	270°		
VGSI and descent angles not coincident.		BONSS UCA 23	2500	UCA 18	
		3.24°	TCH 50		
		6 NM	5.7 NM		
CATEGORY	A	B	C	D	
S-15	1500-1¼ 996 (1000-1¼)	1500-1½ 996 (1000-1½)	1500-3	996 (1000-3)	
CIRCLING	1500-1¼ 996 (1000-1¼)	1500-1½ 996 (1000-1½)	1500-3	996 (1000-3)	

AL-9515 (FAA)

VORTAC UCA 111.2 Chan 49	APP CRS 332°	Rwy Idg 11,820 TDZE 499 Apt Elev 504
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VOR/DME RWY 33
ROME/GRIFFISS INTL (RME)

T
A NA Circling NA west of Rwy 15-33.

ALSF-1

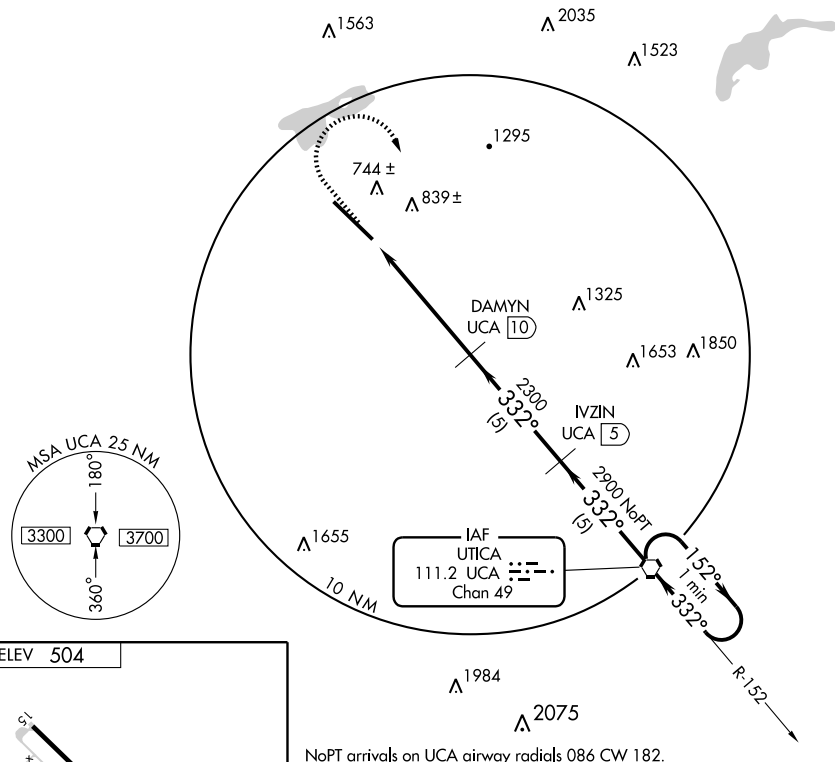
MISSED APPROACH: Climb to 1300, then climbing right turn to 3500 via heading 180° and UCA R-332 to UCA VORTAC and hold.

ATIS
118.7

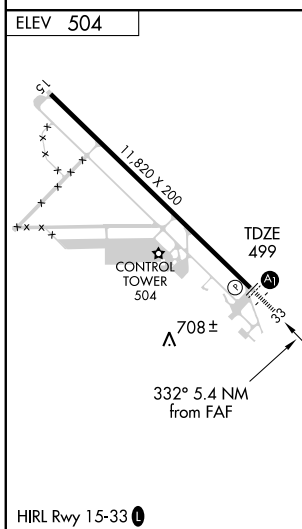
GRIFFISS APP CON
120,925 269.5

GRIFFISS TOWER★
118.1 291.1

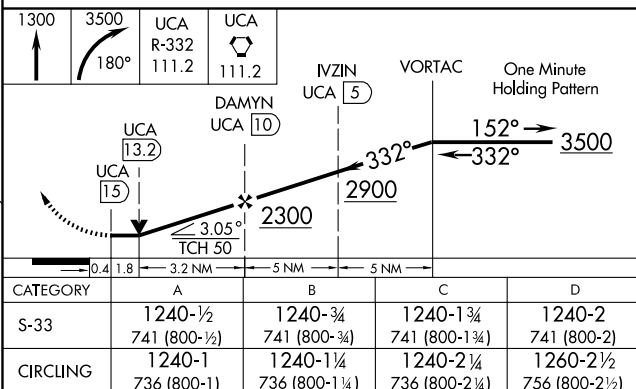
GND CON
121.9 291.1

CTAF
118.1 LUNICOM
122.95

NE-2. 22 OCT 2009 to 19 NOV 2009



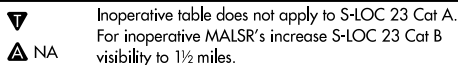
NoPT arrivals on UCA airway radials 086 CW 182.



LOC I-SLK <u>108.9</u>	APP CRS 229°	Rwy Idg TDZE Apt Elev	6333 1663 1663
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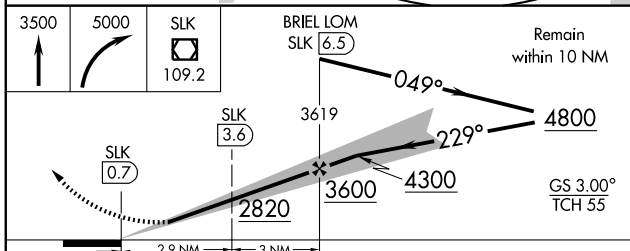
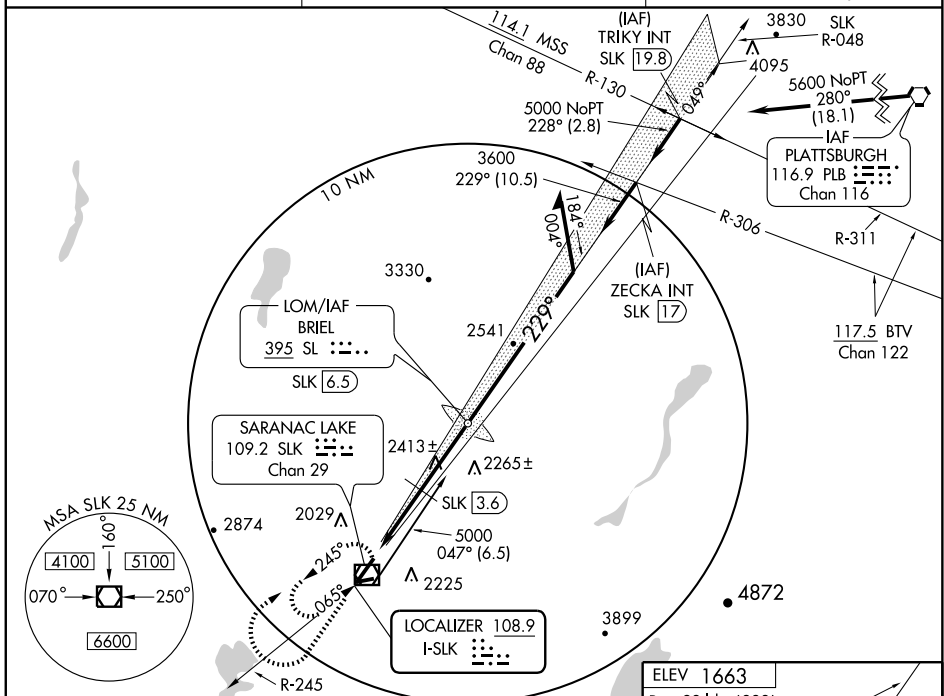
ILS RWY 23

SARANAC LAKE / ADIRONDACK RGNL (SLK)

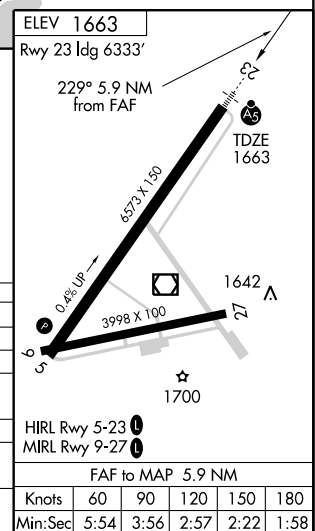


MISSED APPROACH: Climb to 3500, then climbing right turn to 5000 direct SLK VOR/DME and hold.

ASOS 124.175	BOSTON CENTER 120.35 342.25	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-ILS 23	1863-1/2 200 (200-1/2)			
S-LOC 23	2820-1 1/4 1157 (1200-1 1/4)	2820-2 1/2 1157 (1200-2 1/2)		
CIRCLING	2820-1 1/4 1157 (1200-1 1/4)	2820-1 1/2 1157 (1200-1 1/2)	2820-3 1157 (1200-3)	
DME MINIMUMS				
S-LOC 23	2260-1/2 597 (600-1/2)		2260-1 597 (600-1)	2260-1 1/4 597 (600-1 1/4)
CIRCLING	2700-1 1037 (1100-1)	2820-1 1/2 1157 (1200-1 1/2)	2820-3 1157 (1200-3)	

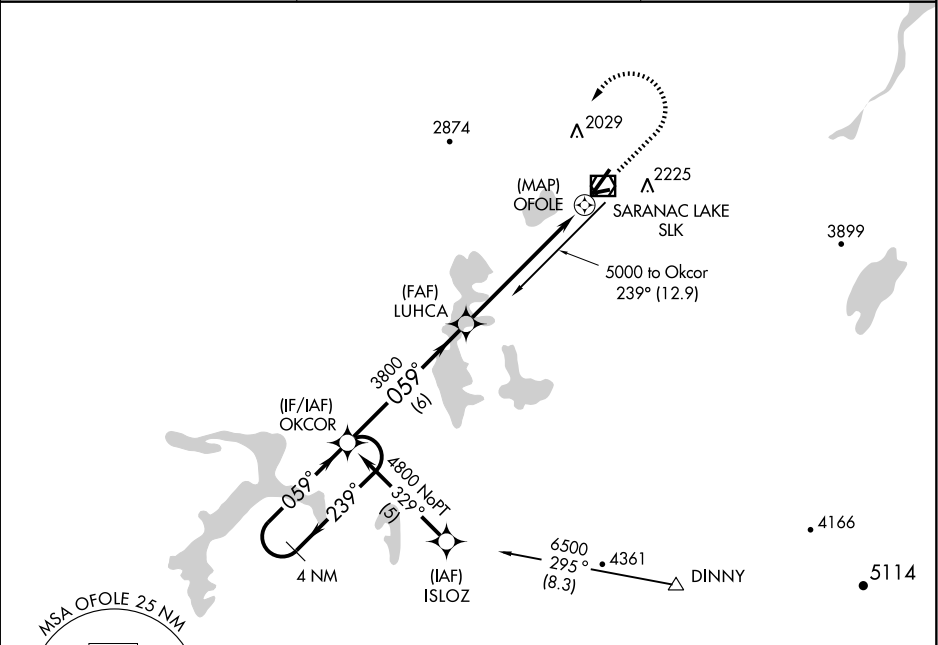


APP CRS 059°	Rwy Idg TDZE Apt Elev 6573 1653 1663
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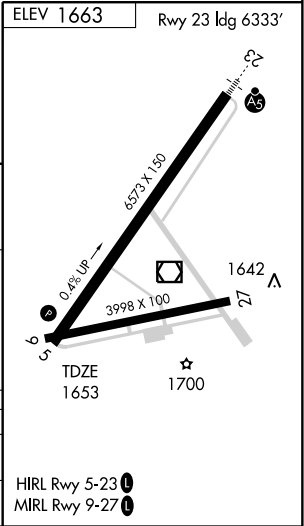
RNAV (GPS) RWY 5
SARANAC LAKE / ADIRONDACK RGNL (SLK)

 NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3000, then climbing left turn to 5000 direct OKCOR WP and hold.
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ASOS 124.175	BOSTON CENTER 120.35 342.25	UNICOM 123.0 (CTAF) 1
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4 NM Holding Pattern				
OKCOR				
LUHCA				
OFOLE				
ISLOZ				
3000 5000 OKCOR				
4800 239° 059° 3800 059° 3000 3.06 TCH 50 6 NM 6 NM 0.5				
CATEGORY	A	B	C	D
LNAV MDA	2340-1	687 (700-1)	2340-2	2340-2 1/4
			687 (700-2)	687 (700-2 1/4)
CIRCLING	2600-1 1/4	2720-1 1/2	2720-3	1057 (1100-3)
	937 (1000-1 1/4)	1057 (1100-1 1/2)		



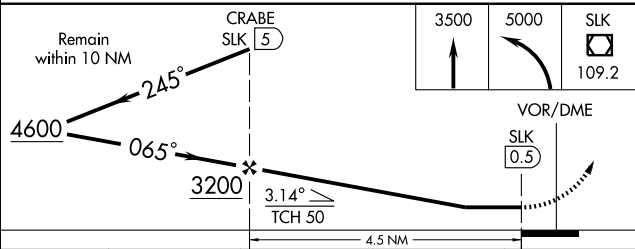
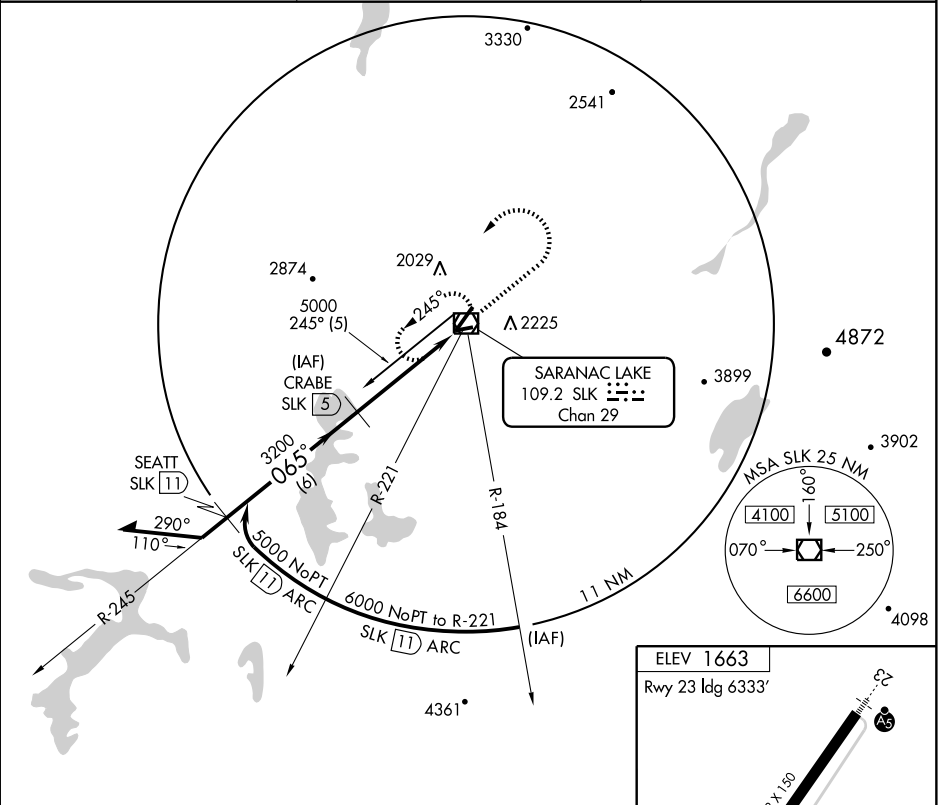
VOR/DME SLK	APP CRS	Rwy Idg	6573
109.2	065°	TDZE	1653
Chan 29		Apt Elev	1663

VOR/DME RWY 5

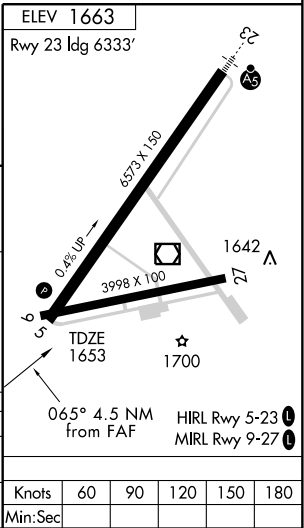
SARANAC LAKE / ADIRONDACK RGNL (SLK)

<div><div>▼</div><div>▲</div></div>	MISSED APPROACH: Climb to 3500, then climbing left turn to 5000 direct SLK VOR/DME and hold.
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ASOS 124.175	BOSTON CENTER 120.35 342.25	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-5	2460-1 807 (800-1)	2460-1¼ 807 (800-1¼)	2460-2¼ 807 (800-2¼)	2460-2½ 807 (800-2½)
CIRCLING	2600-1¼ 937 (1000-1¼)	2720-1½ 1057 (1100-1½)	2720-3	1057 (1100-3)

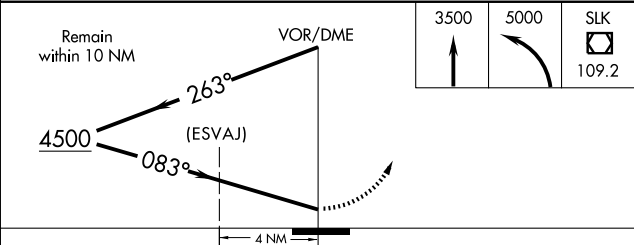
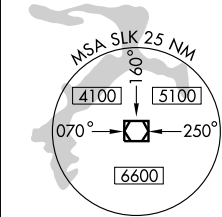
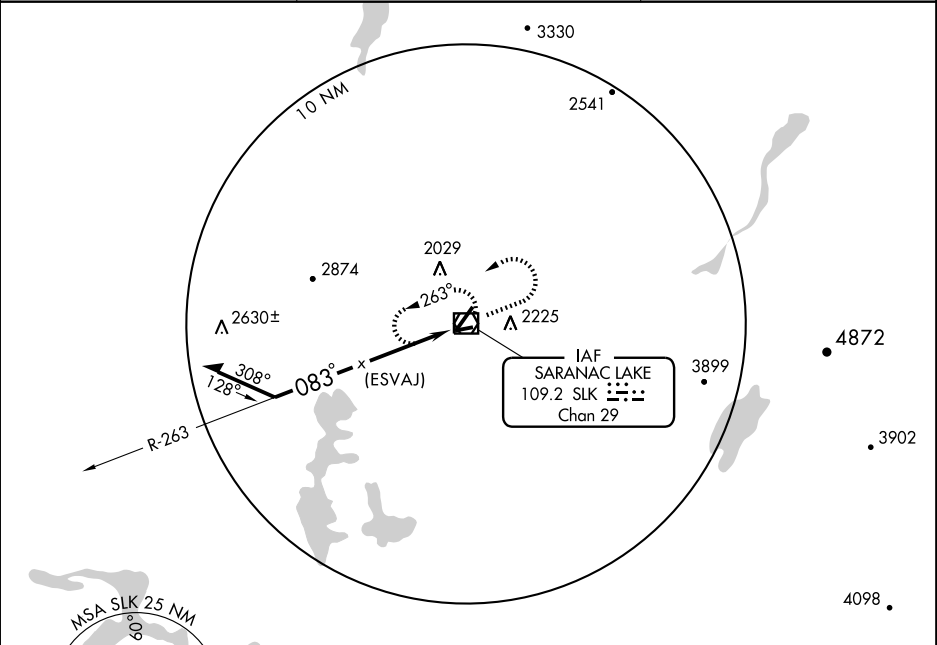


VOR/DME SLK 109.2 Chan 29	APP CRS 083°	Rwy Idg TDZE Apt Elev 3998 1643 1663
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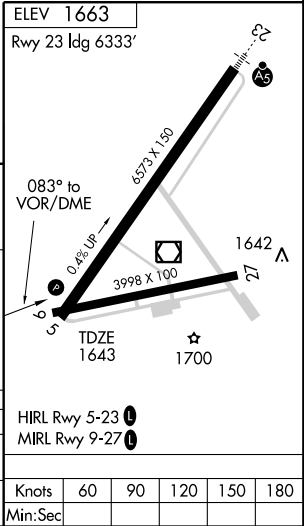
VOR or GPS RWY 9
SARANAC LAKE / ADIRONDACK RGNL (SLK)

<div><div>▼</div><div>▲</div></div>	MISSED APPROACH: Climb to 3500, then climbing left turn to 5000 direct SLK VOR/DME and hold.
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ASOS 124.175	BOSTON CENTER 120.35 342.25	UNICOM 123.0 (CTAF) 1
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CATEGORY	A	B	C	D
S-9	3000-1¼ 1357 (1400-1¼)	3000-1½ 1357 (1400-1½)	3000-3	1357 (1400-3)
CIRCLING	3000-1¼ 1337 (1400-1¼)	3000-1½ 1337 (1400-1½)	3000-3	1337 (1400-3)



HIRL Rwy 5-23 1	Knots	60	90	120	150	180
MIRL Rwy 9-27 1	Min:Sec					

APP CRS	Rwy Idg	4700
052°	TDZE	434
	Apt Elev	434

RNAV (GPS) RWY 5

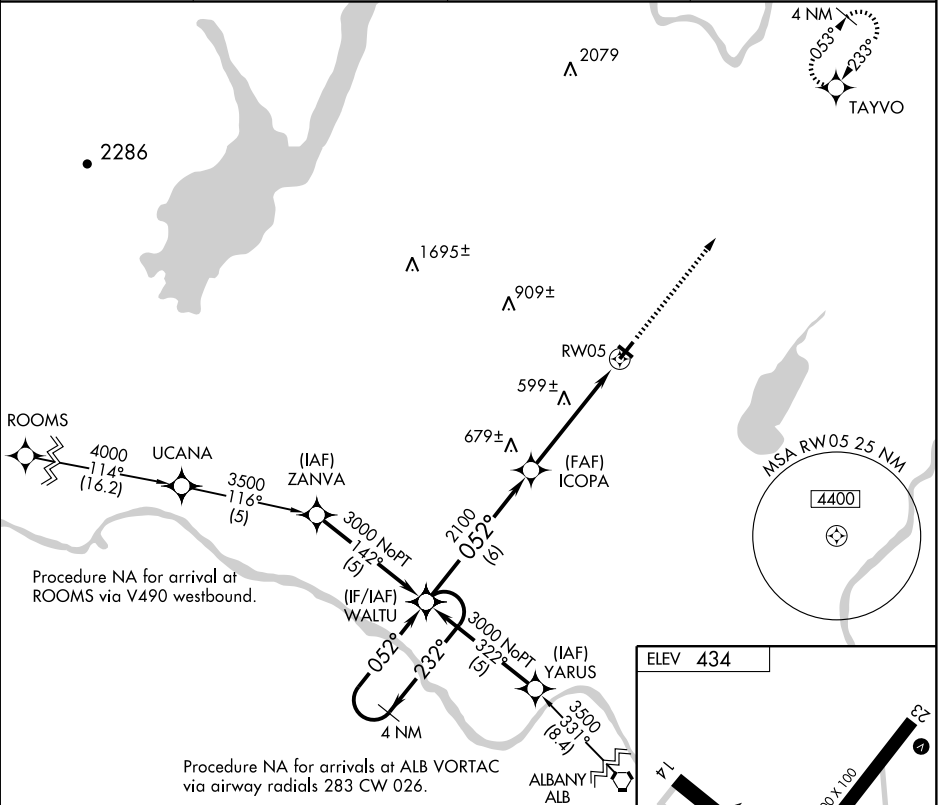
SARATOGA SPRINGS / SARATOGA COUNTY (5B2)

NA

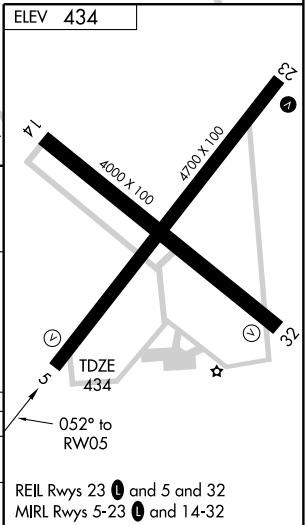
Circling to Rwy 05/23 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all MDA 80 ft, LNAV Cat C/D, Circling Cat C visibility ¼ mile, and Circling Cat D visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct TAYVO and hold.

AWOS-3 132.025	ALBANY APP CON 118.05 263.075	CLNC DEL (GCO) 118.125	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern				
WALTU				
3000 ← 232° 052° →				
ICOPA				
2100				
3.04° TCH 46				
RW05				
6 NM				
5 NM				
CATEGORY	A	B	C	D
LNAV MDA	860-1	426 (500-1)	860-1¼	426 (500-1¼)
CIRCLING	1000-1 566 (600-1)	1020-1 586 (600-1)	1080-1¾ 646 (700-1¾)	1100-2 666 (700-2)



WAAS CH 56611 W23A	APP CRS 233°	Rwy Idg TDZE Apt Elev	4700 431 434
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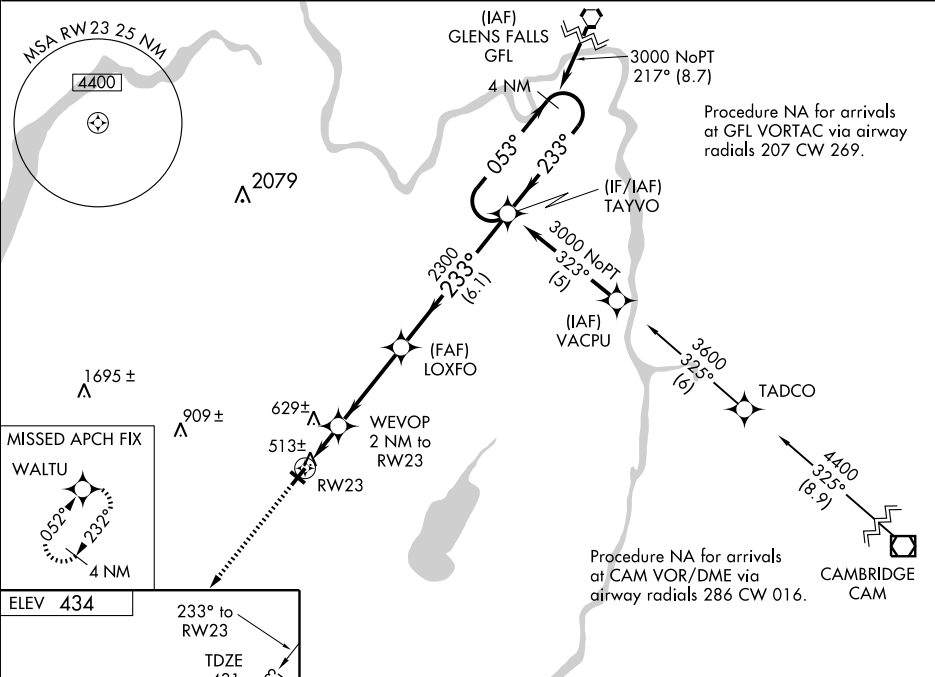
RNAV (GPS) RWY 23

SARATOGA SPRINGS / SARATOGA COUNTY (5B2)

Baro-VNAV NA when using Albany altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Albany altimeter setting and increase all DA 64 feet, and MDA 80 feet. Increase LPV and LNAV/VNAV all Cats visibility ¼ mile.
Increase LNAV and Circling Cat. C visibility ¼ mile and Circling Cat. D visibility ½ mile.
VDP NA when using Albany altimeter setting.

MISSED APPROACH: Climb to 3000 direct WALTU and hold.

AWOS-3 132.025	ALBANY APP CON 118.05 263.075	CLNC DEL (GCO) 118.125	UNICOM 122.8 (CTAF) 0
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REIL Rwy 23 0 MIRL Rwy 5-23 0 MIRL Rwy 14-32 REIL Rwy 5 and 32				
CATEGORY	A	B	C	D
LPV DA	745-1 314 (400-1)			
LNAV/VNAV DA	1046-2¼ 615 (700-2¼)			
LNAV MDA	860-1 429 (500-1)		860-1½ 429 (500-1½)	860-1½ 429 (500-1½)
CIRCLING	1000-1 566 (600-1)	1020-1 586 (600-1)	1080-1¾ 646 (700-1¾)	1100-2 666 (700-2)

VOR/DME-A

VOR/DME CAM 115.0 Chan 97	APP CRS 113°	Rwy Idg TDZE Apt Elev N/A N/A 434
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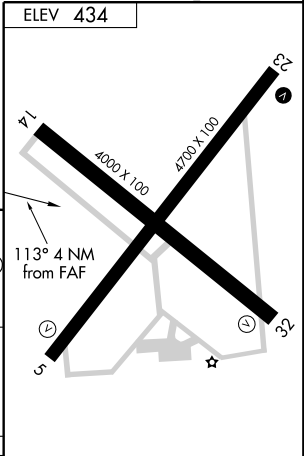
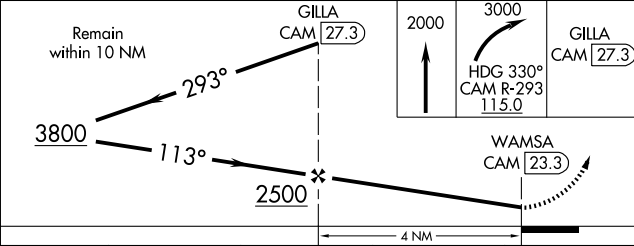
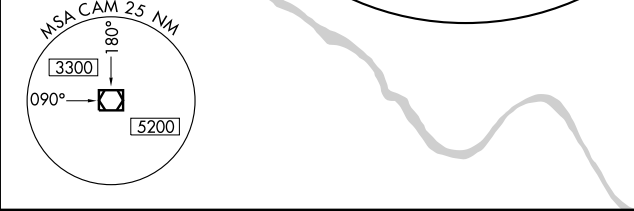
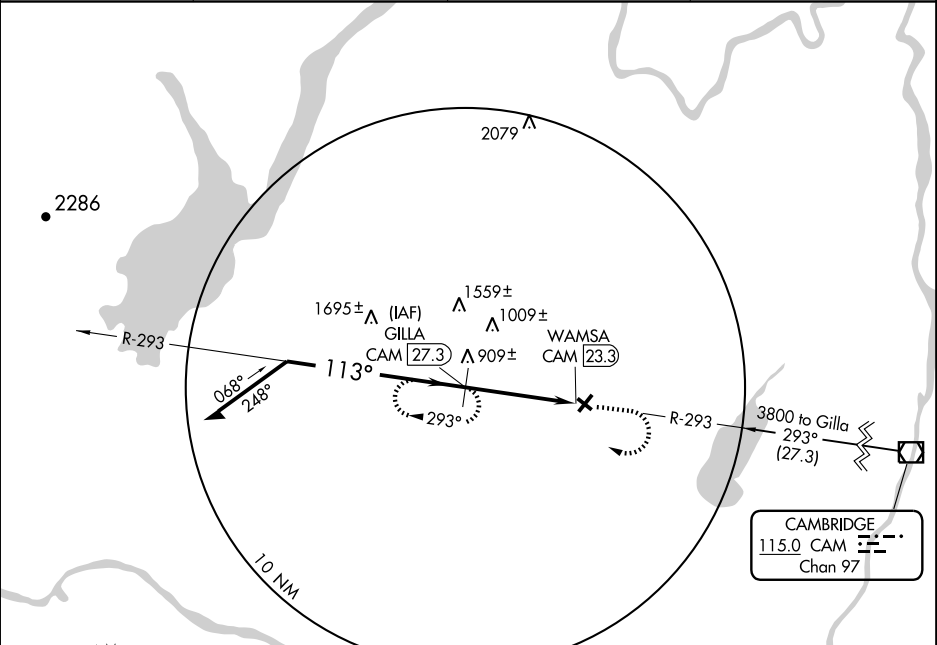
SARATOGA SPRINGS / SARATOGA COUNTY (5B2)

NA

Circling to Rwy 05/23 NA at night. When local altimeter setting not received use Albany altimeter setting and increase all MDA 80 feet, and Cat A, C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via heading 330° and CAM VOR/DME R-293 to GILLA/CAM 27.3 DME and hold.

AWOS-3 132.025	ALBANY APP CON 118.05 263.075	CLNC DEL (GCO) 118.125	UNICOM 122.8 (CTAF) 1
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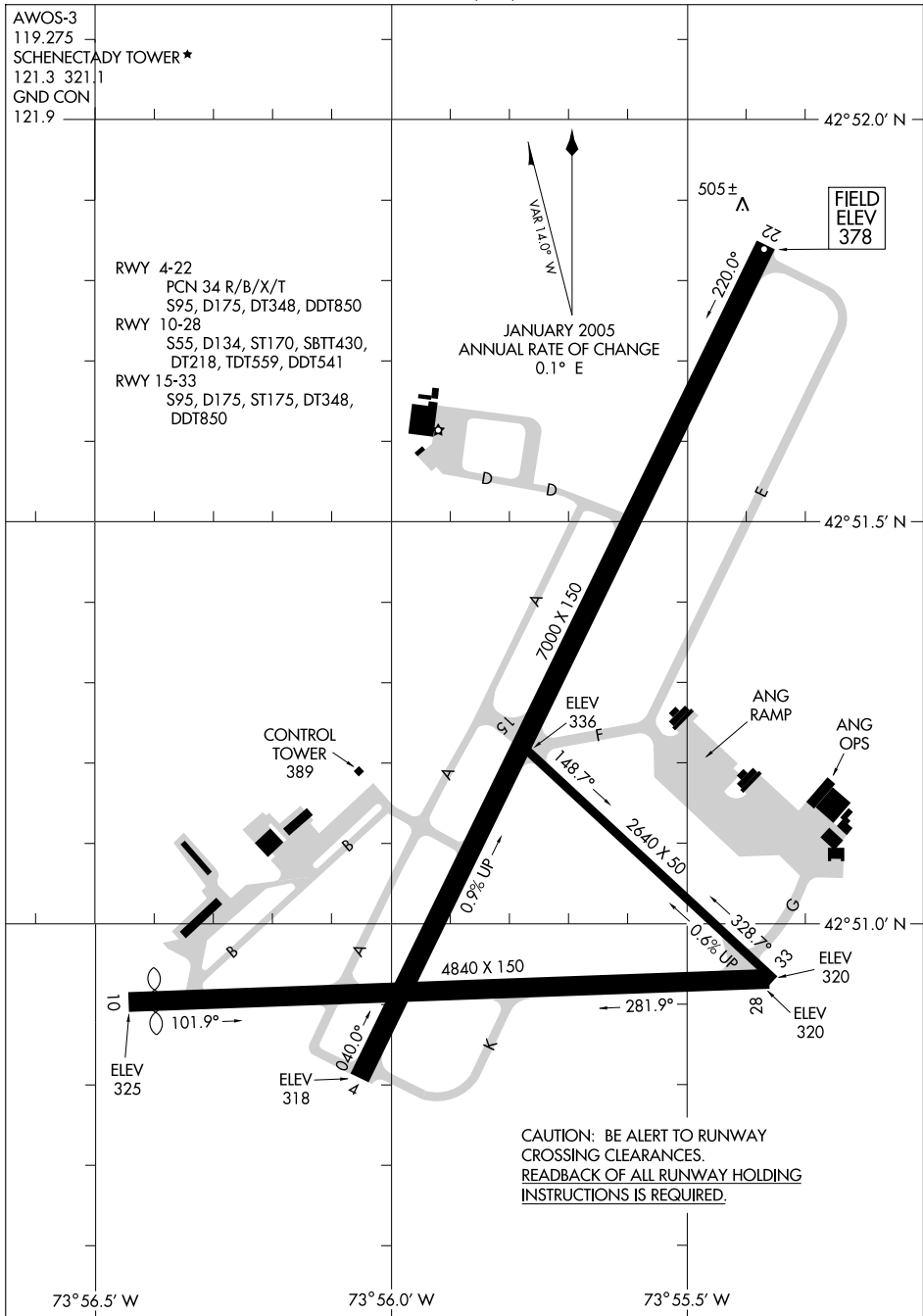
CATEGORY	A	B	C	D
CIRCLING	1260-1 826 (900-1)	1260-1¼ 826 (900-1¼)	1260-2½ 826 (900-2½)	1260-2¾ 826 (900-2¾)

REIL Rwy 23 **1** and 5 and 32
MIRL Rwy 5-23 **1** and 14-32

AIRPORT DIAGRAM

AL-382 (FAA)

SCHENECTADY COUNTY (SCH)
SCHENECTADY, NEW YORK



NE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	7000
226°	TDZE	378
	Apt Elev	378

GPS RWY 22

SCHENECTADY COUNTY (SCH)



ANA

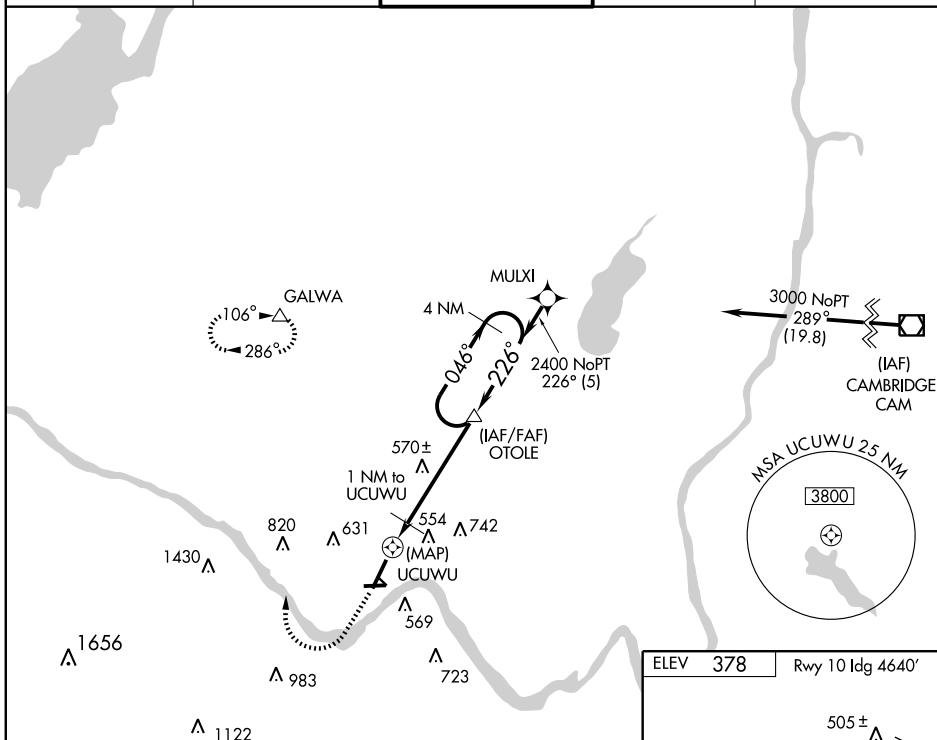
MISSED APPROACH: Climb to 1200, then climbing right turn to 4000 direct GALWA WP and hold.

AWOS-3
119.275

ALBANY APP CON
118.05 263.075

SCHENECTADY TOWER★
121.3 (CTAF) **L** 321.1

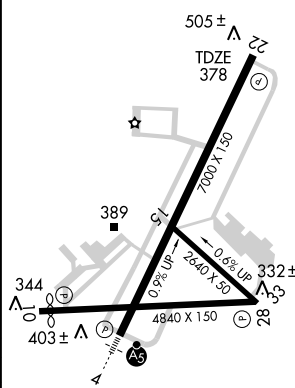
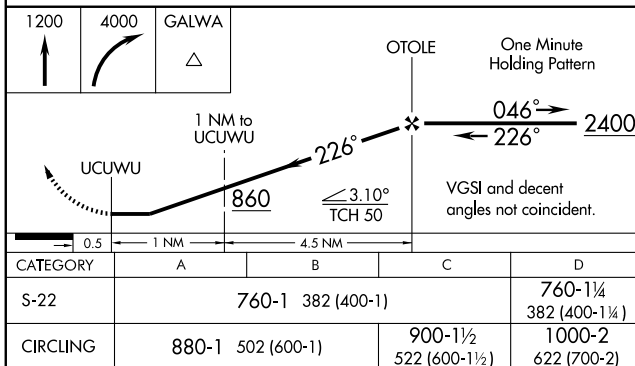
GND CON
121.9

UNICOM
122.975

NE-2. 22 OCT 2009 to 19 NOV 2009

ELEV	378	Rwy 10 Idg 4640'
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Rwy 10 Idg 4640'



REIL Rwy 28

HIRE Rwy 4-22

MIRL Rwy 10-28 L

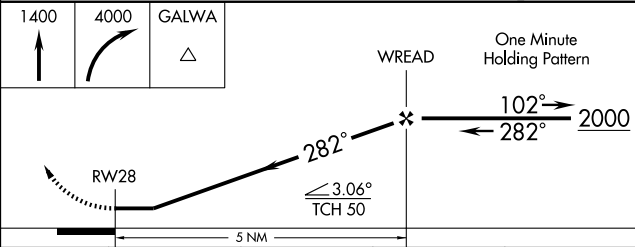
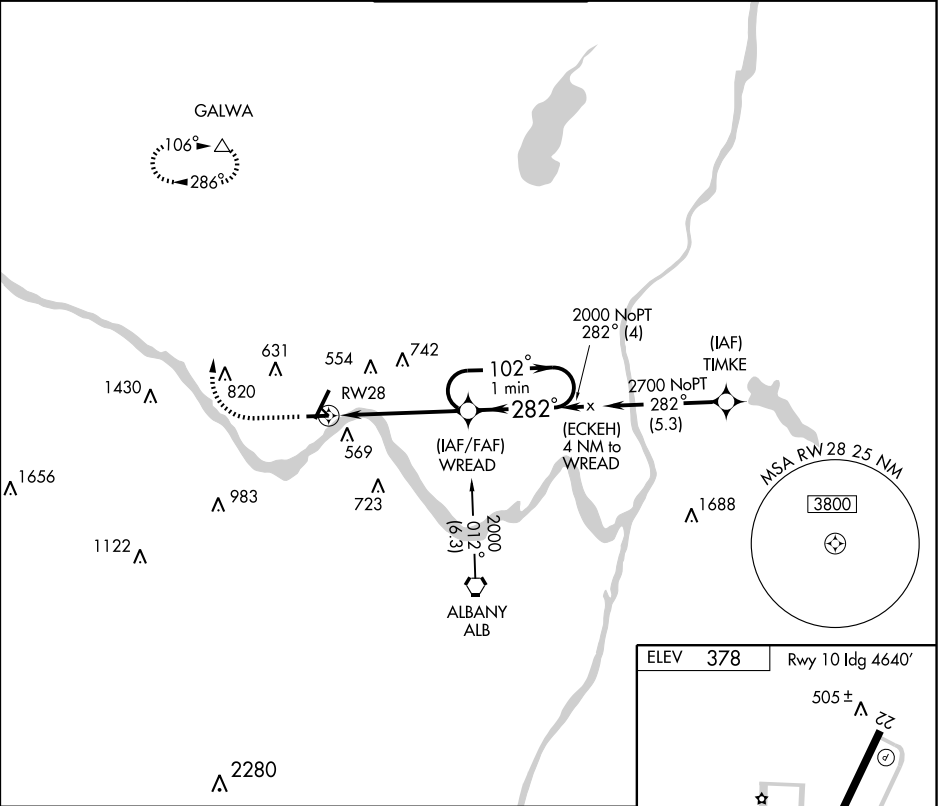
APP CRS	Rwy Idg	4840
282°	TDZE	323
	Apt Elev	378



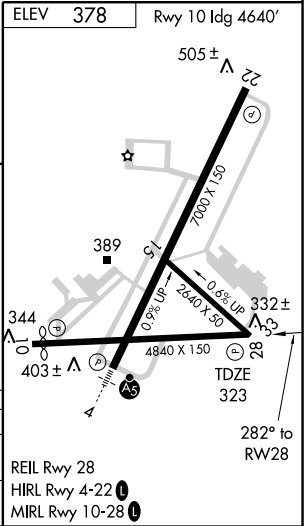
NA

MISSED APPROACH: Climb to 1400, then climbing right turn to 4000 direct GALWA WP and hold.

AWOS-3 119.275	ALBANY APP CON 118.05 263.075	SCHENECTADY TOWER★ 121.3 (CTAF) 321.1	GND CON 121.9	UNICOM 122.975
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CATEGORY	A	B	C	D
S-28	780-1 457 (500-1)		780-1¼ 457 (500-1¼)	780-1½ 457 (500-1½)
CIRCLING	880-1 502 (600-1)		900-1½ 522 (600-1½)	1000-2 622 (700-2)



LOC I-SCH 109.7	APP CRS 040°	Rwy Idg TDZE Apt Elev	7000 338 378
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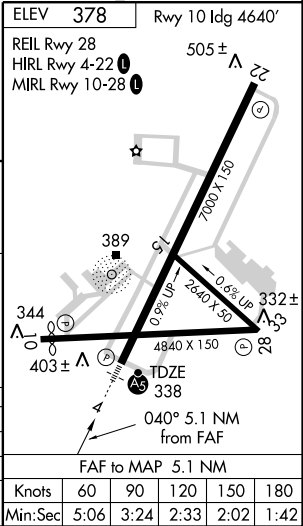
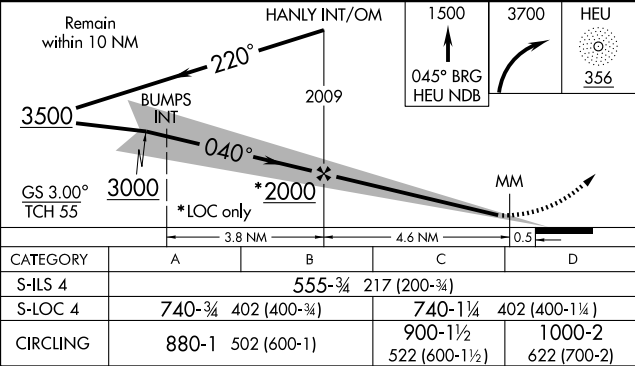
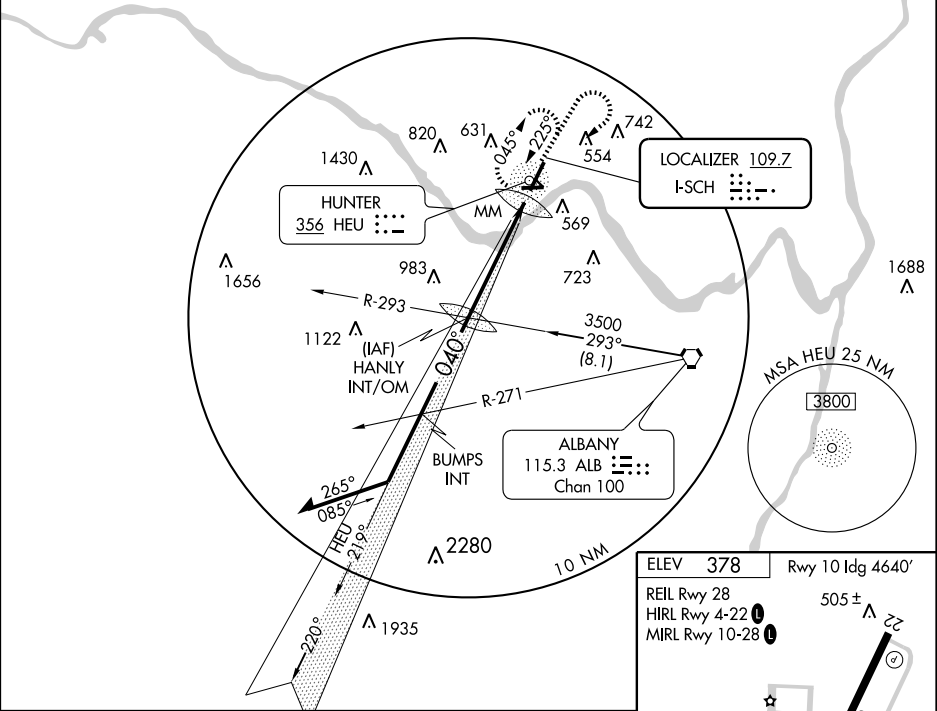
T
A Inoperative table does not apply to S-LOC 4 CAT C.

MALSR
A5

MISSED APPROACH: Climb to 1500 via 045° bearing from HEU NDB, then climbing right turn to 3700 direct HEU NDB and hold.

AWOS-3 119.275	ALBANY APP CON 118.05 263.075	SCHENECTADY TOWER* 121.3 (CTAF) 321.1	GND CON 121.9	UNICOM 122.975
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ADF REQUIRED



NDB HEU
356

APP CRS
225°

Rwy Idg	7000
TDZE	378
Apt Elev	378

NDB RWY 22
SCHENECTADY COUNTY (SCH)



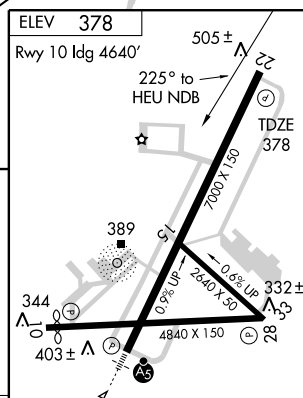
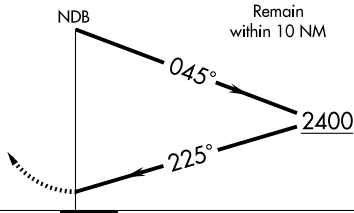
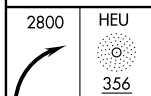
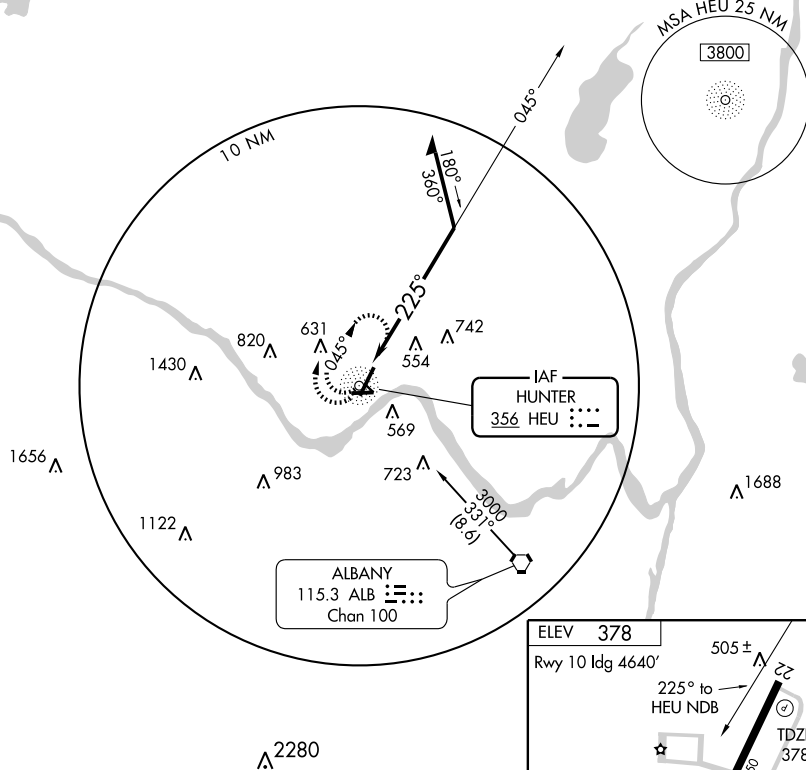
MISSED APPROACH: Climbing right turn to 2800 in HUNTER NDB holding pattern.

AWOS-3
119.275

ALBANY APP CON
118.05 263.075

SCHENECTADY TOWER★
121.3 (CTAF) **L** 321.1

GND CON
121.9

UNICOM
122.975

CATEGORY	A	B	C	D
S-22	980-1	602 (700-1)	980-1 $\frac{3}{4}$ 602 (700-1 $\frac{3}{4}$)	980-2 602 (700-2)
CIRCLING	980-1	602 (700-1)	980-1 $\frac{3}{4}$ 602 (700-1 $\frac{3}{4}$)	1000-2 622 (700-2)

REIL Rwy 28
HIRL Rwy 4-22 **L**
MIRL Rwy 10-28 **L**

One Minute Holding Pattern

MAIDS INT/OM

2000

239°

059°

1624

1700

059°

4.2 NM

0.4

MM

CATEGORY	A	B	C	D
S-ILS 6	309-1/2	228 (300-1/2)	NA	
S-LOC 6	560-1/2	479 (500-1/2)	NA	
CIRCLING	600-1	518 (600-1)	NA	

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

RNAV (GPS) RWY 6
SHIRLEY / BROOKHAVEN (HWY)

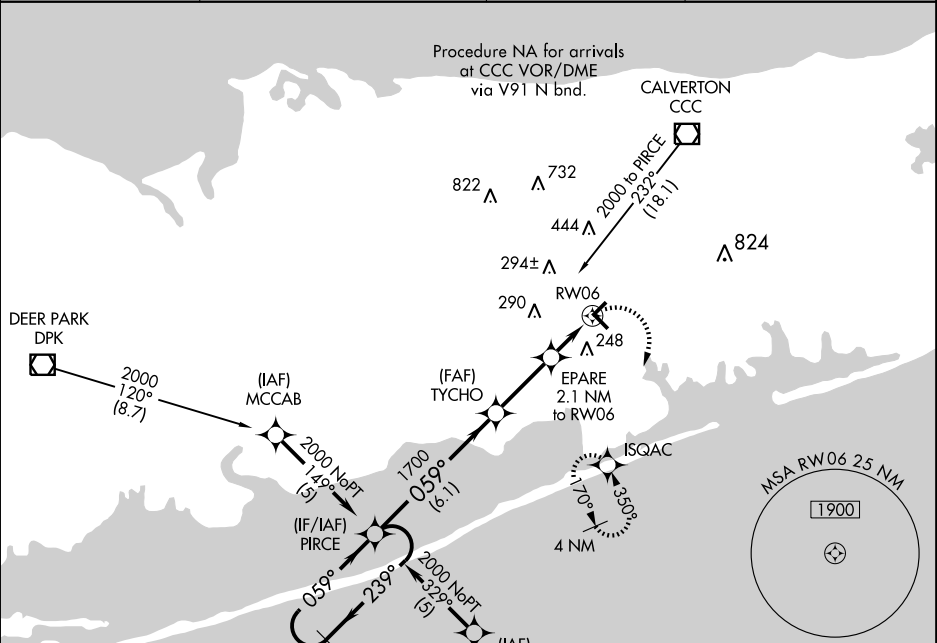
APP CRS	Rwy Idg	4200
059°	TDZE	77
	Apt Elev	81

If local altimeter setting not received, use Islip altimeter setting and increase all MDAs 40 feet.
DME/DME RNP-0.3 NA.

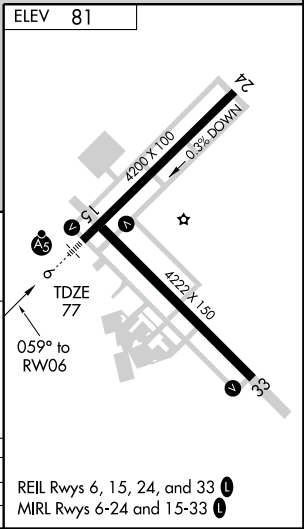
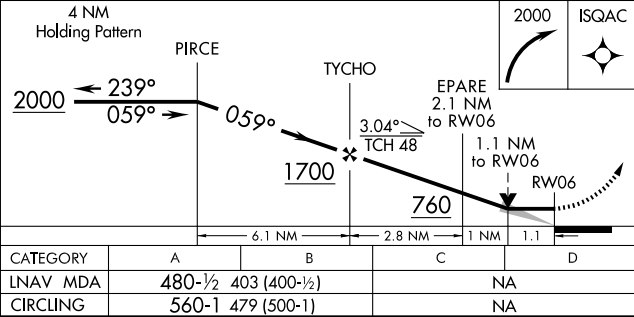


MISSED APPROACH: Climbing right turn to 2000 direct ISQAC and hold.

ASOS 119.625	NEW YORK APP CON 118.0 343.75	CLNC DEL 133.2	UNICOM 122.8 (CTAF) 0
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Radar required for arrivals at DUDDA.



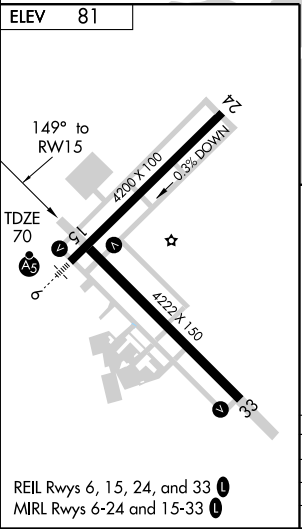
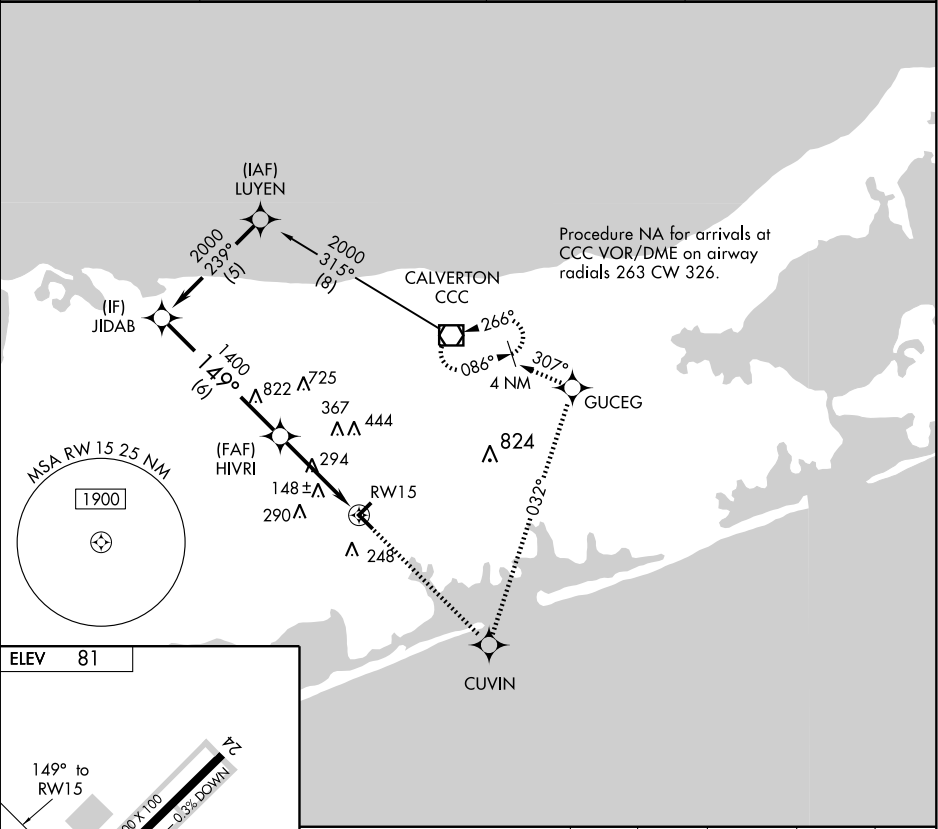
WAAS CH 90402 W15A	APP CRS 149°	Rwy Idg 4222 TDZE 70 Apt Elev 81
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RNAV (GPS) RWY 15
SHIRLEY / BROOKHAVEN (HWV)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Islip altimeter setting and increase LPV DA to 420 and all MDAs 40 feet. VDP NA when using Islip altimeter setting.

MISSED APPROACH: Climb to 2000 direct CUVIN and left turn via 032° track to GUCEG and 307° track to CCC VOR/DME and hold.

ASOS 119.625	NEW YORK APP CON 118.0 343.75	CLNC DEL 133.2	UNICOM 122.8 (CTAF) 0
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Procedure Turn NA	JIDAB	2000	HIVRI	149°	1400	6 NM	2.6 NM	1.4	RWY 15
GS 3.00° TCH 43									
CATEGORY	A	B	C	D					
LPV DA	392-1¼	322 (400-1¼)		NA					
RNAV MDA	560-1	490 (500-1)		NA					
CIRCLING	560-1	479 (500-1)		NA					

WAAS CH 40412 W33A	APP CRS 329°	Rwy Idg 4222 TDZE 67 Apt Elev 81
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RNAV (GPS) RWY 33

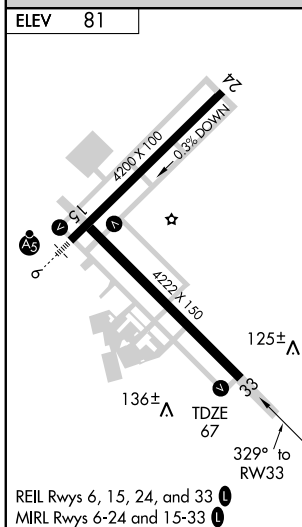
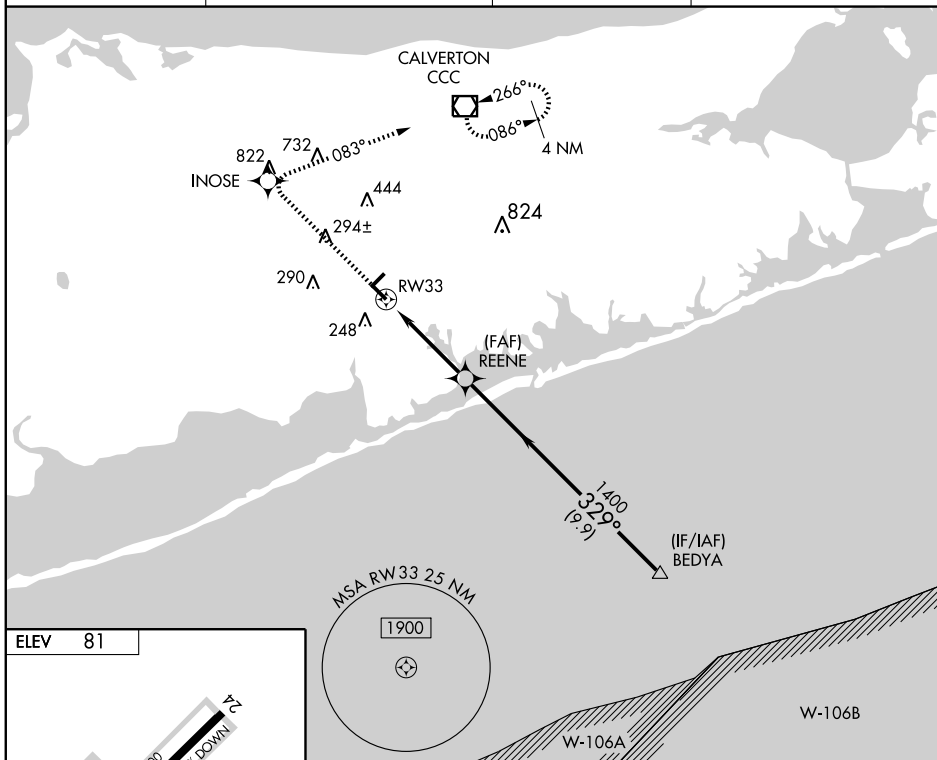
SHIRLEY / BROOKHAVEN (HWV)



Baro-VNAV NA when using Islip altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Islip altimeter setting and increase all DA 28 feet and all MDA 40 feet, and increase LNAV/VNAV all Cats visibility ¼ mile. VDP NA when using Islip altimeter setting.

MISSED APPROACH:
Climb to 2000 direct INOSE
and right turn via track 083°
to CCC VOR/DME and hold.

ASOS 119.625	NEW YORK APP CON 118.0 343.75	CLNC DEL 133.2	UNICOM 122.8 (CTAF) 0
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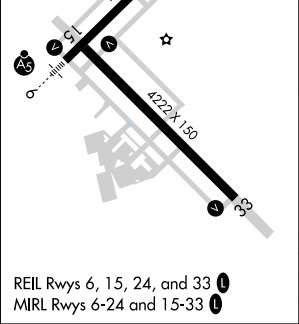
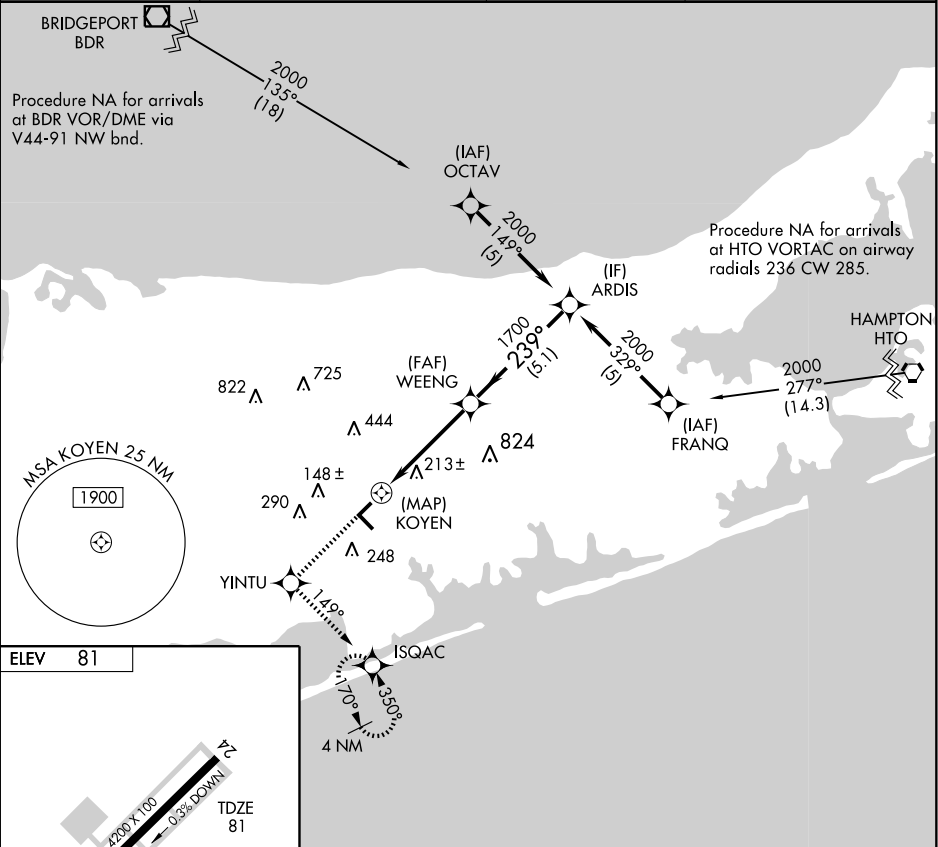
APP CRS	Rwy Idg	4200
239°	TDZE	81
	Apt Elev	81

RNAV (GPS) Y RWY 24
SHIRLEY / BROOKHAVEN (HWV)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Islip altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2000 direct YINTU and left turn via 149° track to ISQAC and hold, continue climb-in-hold to 2000.

ASOS 119.625	NEW YORK APP CON 118.0 343.75	CLNC DEL 133.2	UNICOM 122.8 (CTAF) 0
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2000	YINTU	ISQAC	WEENG	ARDIS	Procedure Turn NA
2000					
239°					
1700					
3.04° TCH 45					
0.5 4.4 NM 5.1 NM					
CATEGORY	A	B	C	D	
LNAV MDA	480-1	399 (400-1)	NA		
CIRCLING	560-1	479 (500-1)	NA		

WAAS CH 56601 W24A	APP CRS 239°	Rwy Idg TDZE Apt Elev	4200 81 81
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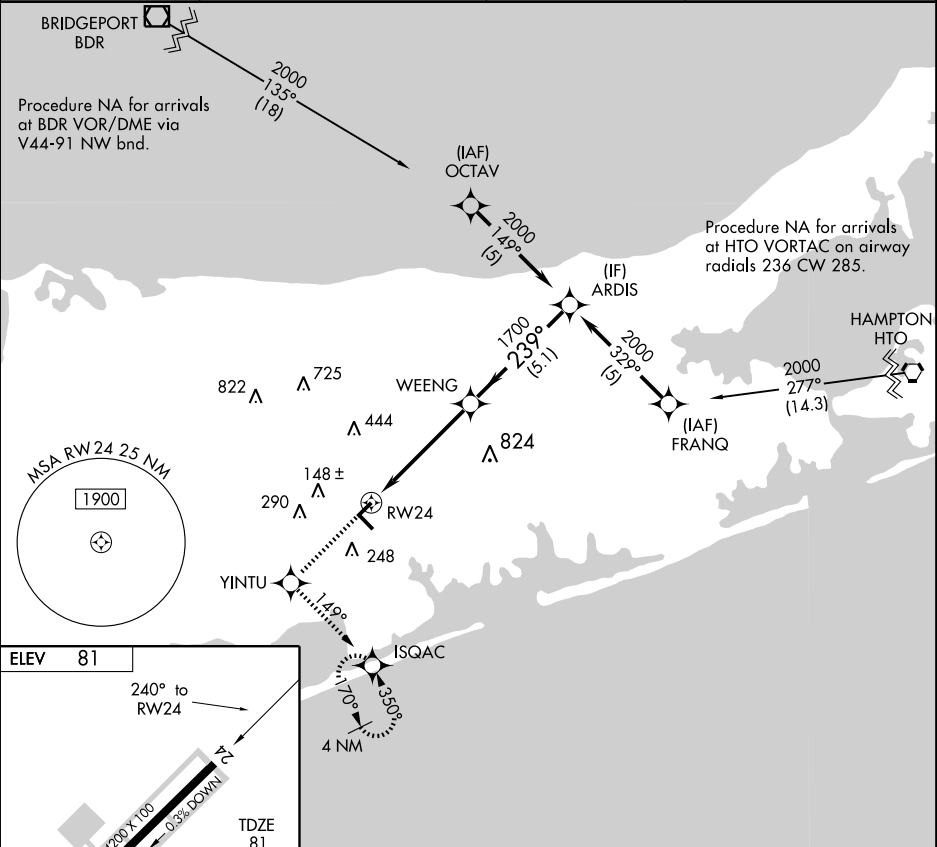
RNAV (GPS) Z RWY 24

SHIRLEY / BROOKHAVEN (HWV)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Islip altimeter setting and increase LPV DA to 378, and all MDAs 40 feet.

MISSED APPROACH: Climb to 2000 direct YINTU and left turn via 149° track to ISQAC and hold, continue climb-in-hold to 2000.

ASOS 119.625	NEW YORK APP CON 118.0 343.75	CLNC DEL 133.2	UNICOM 122.8 (CTAF) 0
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2000	YINTU	TRK 149°	ISQAC	WEENG	ARDIS	2000	Procedure Turn NA
RW24		1700		239°		GS 3.00° TCH 45	
4.9 NM		5.1 NM					
CATEGORY	A		B		C		D
LPV DA	350-1 269 (300-1)				NA		
CIRCLING	560-1 479 (500-1)				NA		

VOR RWY 6

SHIRLEY / BROOKHAVEN (HWV)

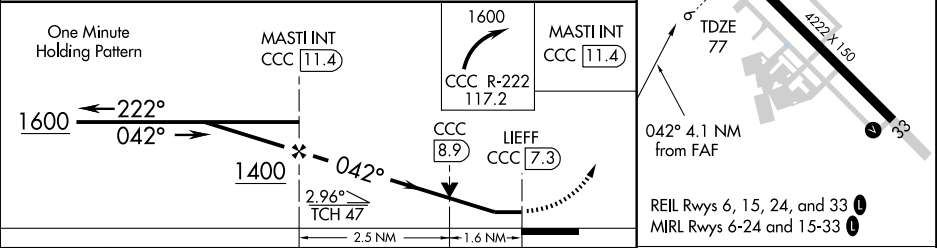
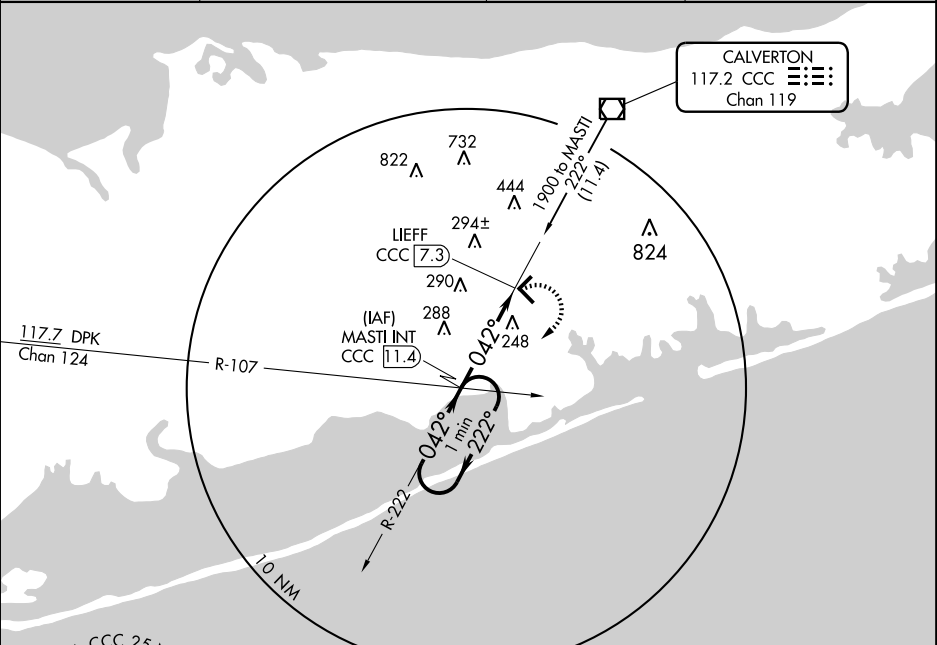
VOR/DME CCC	APP CRS	Rwy Idg	4200
117.2	042°	TDZE	77
Chan 119		Apt Elev	81

▼ Inoperative table does not apply.
▲ When local altimeter setting not received, use Islip altimeter setting and increase all MDAs 40 feet.



MISSED APPROACH: Climbing right turn to 1600 via CCC VOR/DME R-222 to MASTI Int/11.4 DME and hold.

ASOS 119.625	NEW YORK APP CON 118.0 343.75	CLNC DEL 133.2	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D	FAF to MAP 4.1 NM					
S-6	620-1	543 (600-1)	NA		Knots	60	90	120	150	180
CIRCLING	620-1	539 (600-1)	NA		Min:Sec	4:06	2:44	2:03	1:38	1:22

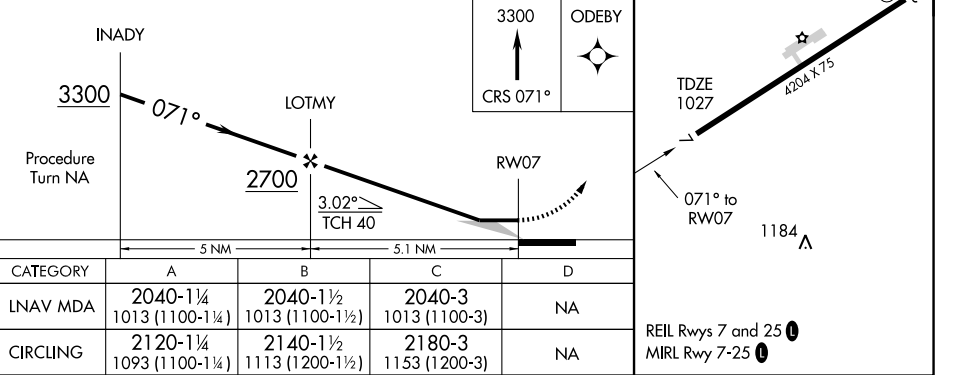
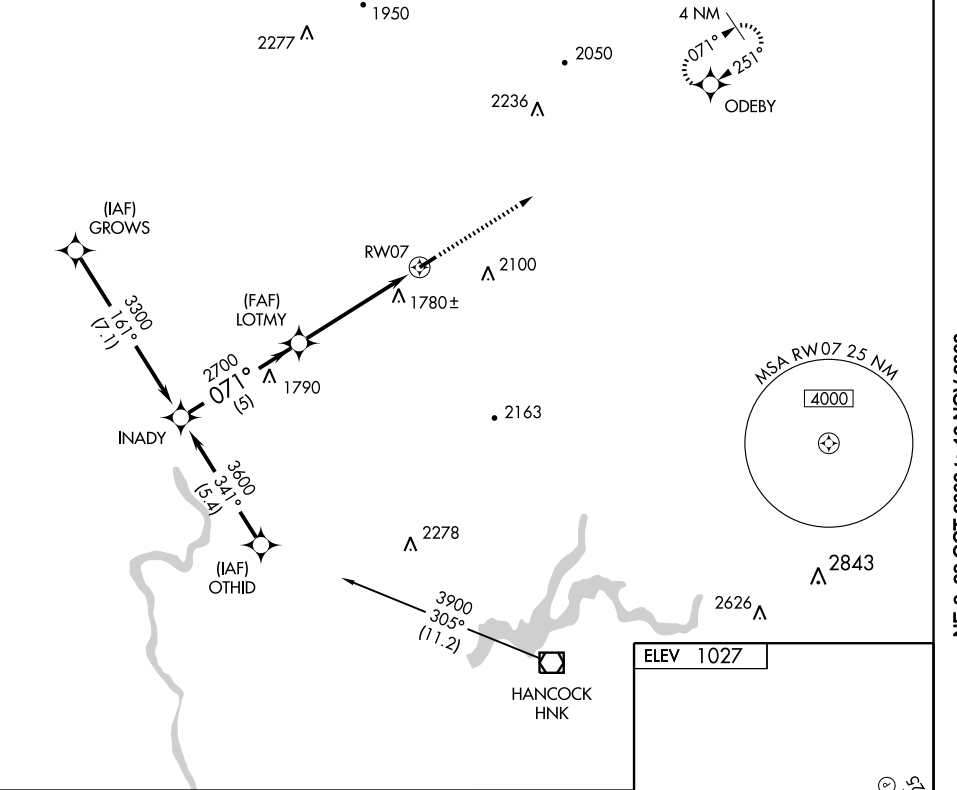
▼

▲ NA

When local altimeter setting not received, use Binghamton altimeter setting and increase all MDAs 140 feet.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3300 via 071° course to ODEBY WP and hold.

BOSTON CENTER 133.25 279.5	UNICOM 122.8 (CTAF) 0	AWOS-3 118.275
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NE-2: 22 OCT 2009 to 19 NOV 2009

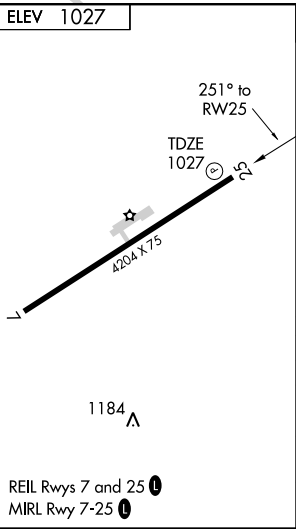
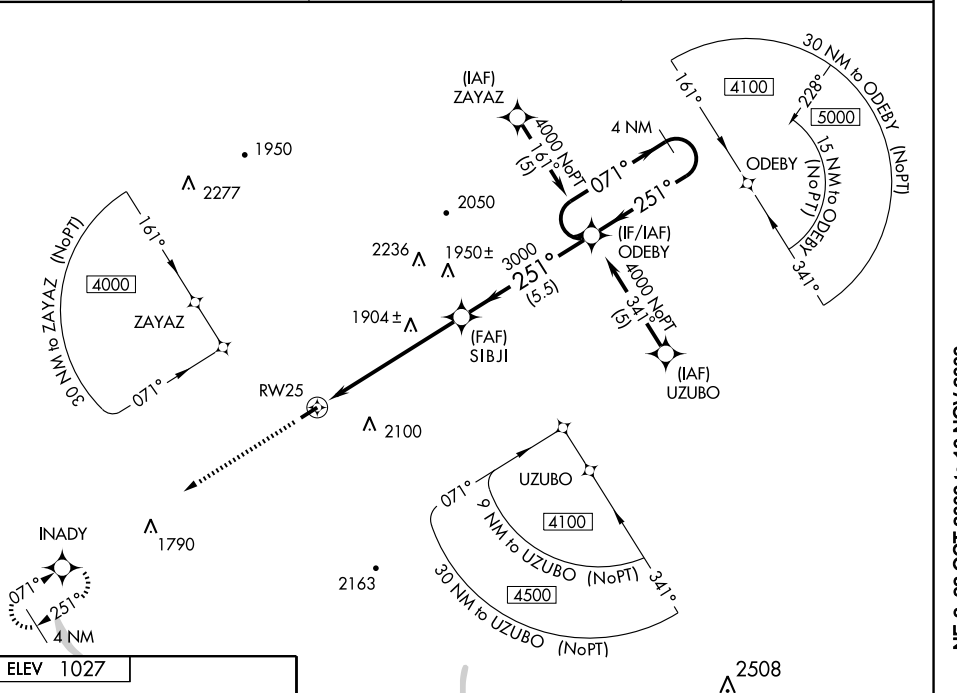
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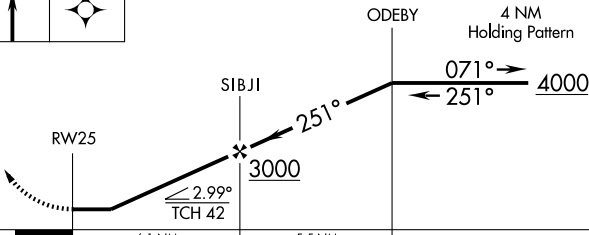
NA

Obtain local altimeter setting on CTAF; when not received, use
Binghamton altimeter setting and increase all MDAs 140 feet.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to
3300 direct INADY WP and hold.

BOSTON CENTER 133.25 279.5	UNICOM 122.8 (CTAF) 0	AWOS-3 118.275
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3300	INADY				
					
					
CATEGORY	A		B	C	D
GLS DA	NA				
LNAV/ DA VNAV	NA				
LNAV MDA	2320-1¼ 1293 (1300-1¼)	2320-1½ 1293 (1300-1½)	2320-3 1293 (1300-3)	NA	
CIRCLING	2320-1¼ 1293 (1300-1¼)	2320-1½ 1293 (1300-1½)	2320-3 1293 (1300-3)	NA	

▼

Visibility reduction by helicopters NA.

▲

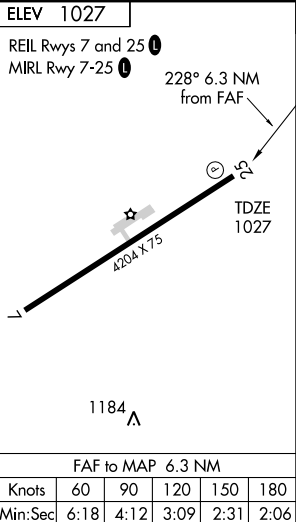
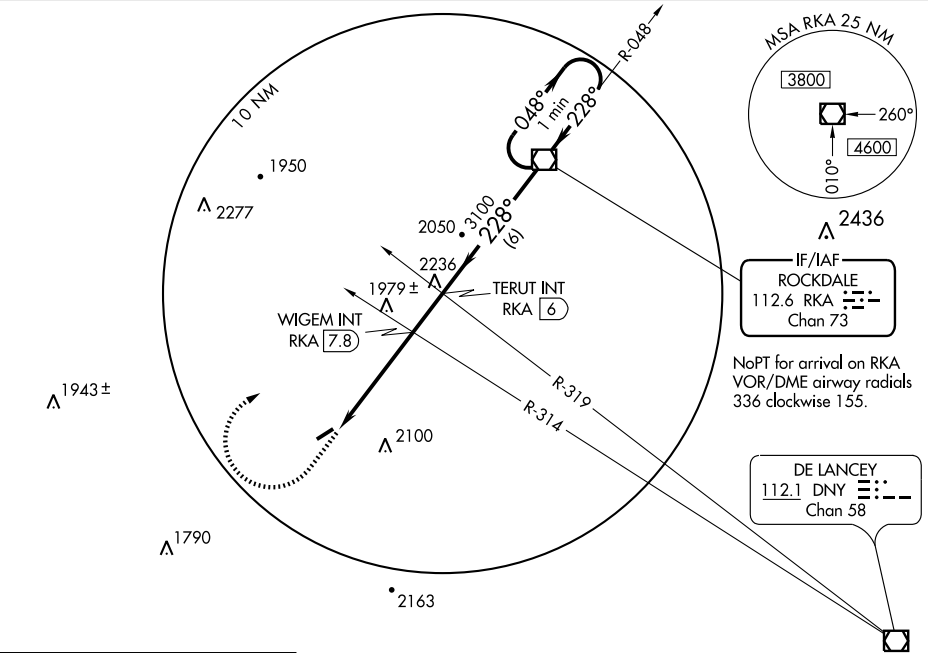
NA

When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 160 feet.

MISSED APPROACH:

Climb to 2500 then climbing right turn to 4000 direct RKA VOR/DME and hold.

BOSTON CENTER 133.25 279.5	UNICOM 122.8 (CTAF) 0	AWOS-3 118.275
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2500	4000	RKA 112.6	VOR/DME	One Minute Holding Pattern
↑	↪	TERUT INT RKA 6	WIGEM INT RKA 7.8	048° → 4000 ← 228°
RKA 12.3		2560*	3100	*2720 when using Binghamton altimeter setting.
TCH 40		4.5 NM	1.8 NM	6 NM
CATEGORY	A	B	C	D
S-25	2560-1¼ 1533 (1600-1¼)	2560-1½ 1533 (1600-1½)	2560-3 1533 (1600-3)	NA
CIRCLING	2560-1¼ 1533 (1600-1¼)	2560-1½ 1533 (1600-1½)	2560-3 1533 (1600-3)	NA
WIGEM FIX MINIMUMS				
S-25	2300-1¼ 1273 (1300-1¼)	2300-1½ 1273 (1300-1½)	2300-3 1273 (1300-3)	NA
CIRCLING	2300-1¼ 1273 (1300-1¼)	2300-1½ 1273 (1300-1½)	2300-3 1273 (1300-3)	NA

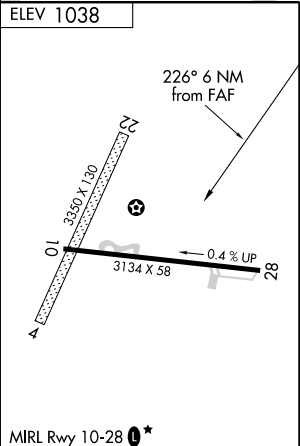
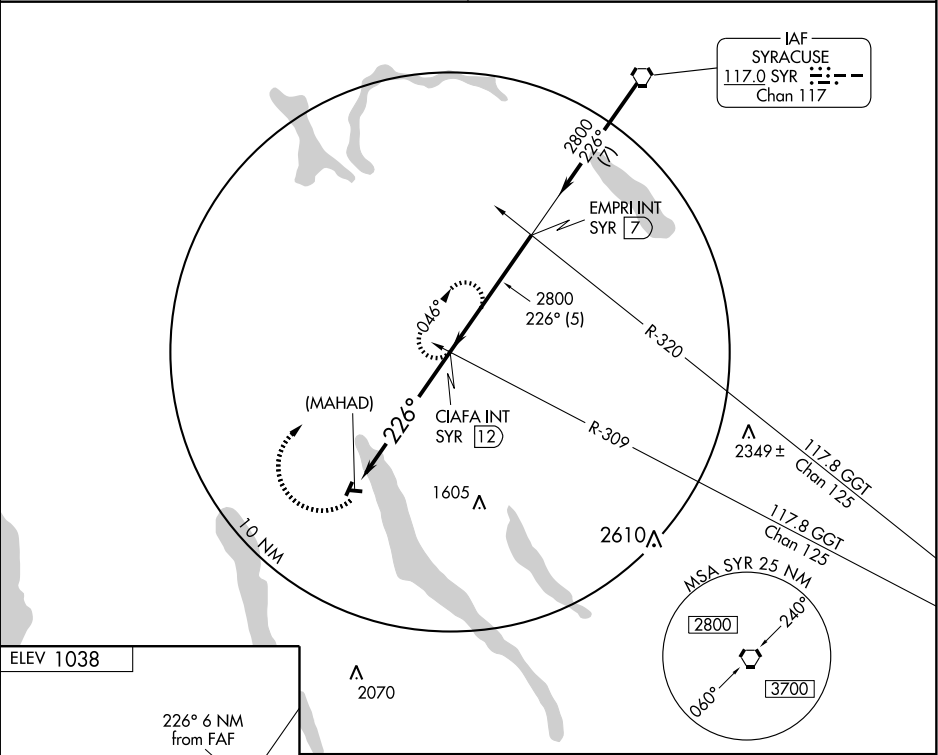
NE-2, 22 OCT 2009 to 19 NOV 2009

VORTAC SYR 117.0 Chan 117	APP CRS 226°	Rwy Idg TDZE Apt Elev N/A N/A 1038
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VOR or GPS-A
SKANEATELES AERO DROME (6B9)

<div><div><div></div><div>NA</div></div><div>Use Syracuse altimeter setting. Two 55' poles 70' either side centerline 900' from AER 28.</div></div>	MISSED APPROACH: Climbing right turn to 2800 via SYR R-226 to Ciafa Int 12 DME and hold.
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SYRACUSE APP CON 126,125 269,125	UNICOM 122.8 (CTAF) 0
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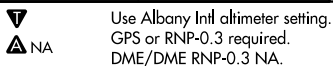


FAF to MAP 6 NM						CATEGORY	A		B	C		D
Knots	60	90	120	150	180		1660-1 622 (700-1)		1720-2 682 (700-2)		NA	
Min:Sec	6:00	4:00	3:00	2:24	2:00							

Rwy Idg	2704
TDZE	196
Apt Elev	196

RNAV (GPS) RWY 1

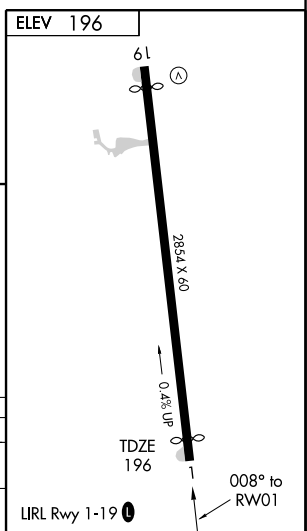
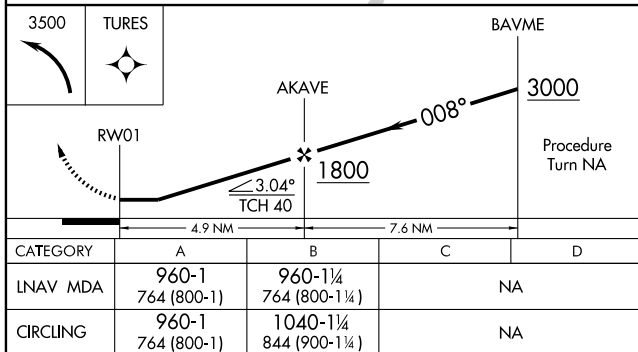
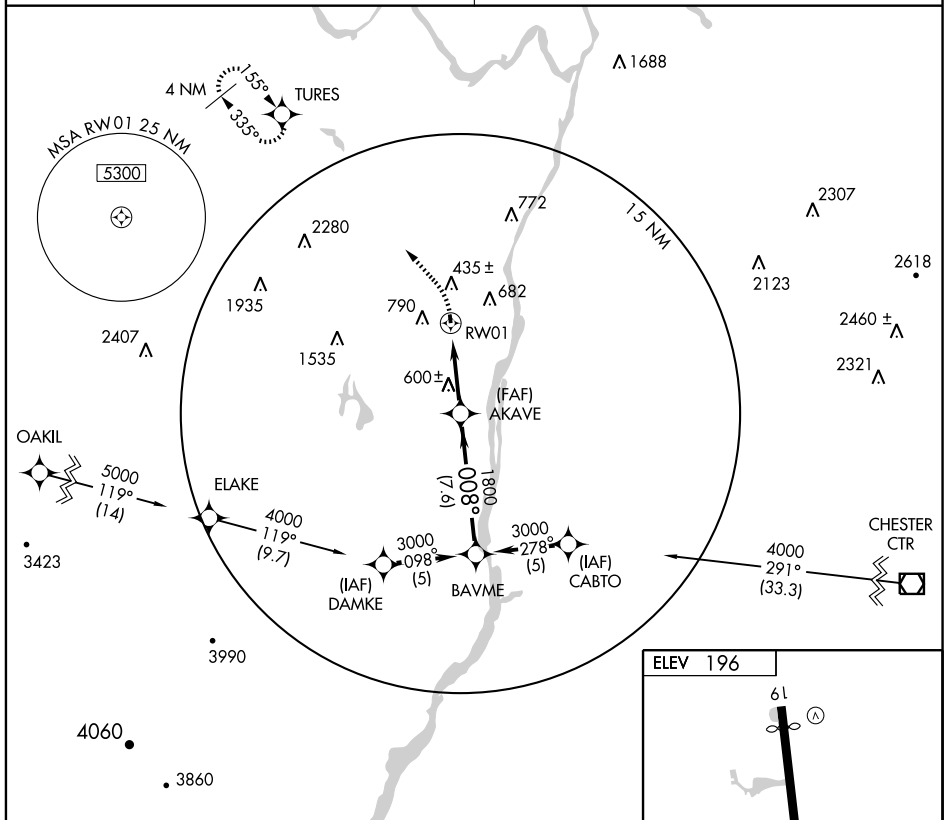
SOUTH BETHLEHEM / SOUTH ALBANY (4B0)



MISSED APPROACH: Climbing left turn to 3500 direct TURES WP and hold.

ALBANY APP CON
118.05 263.075

UNICOM
123.0 (CTAF) **L**



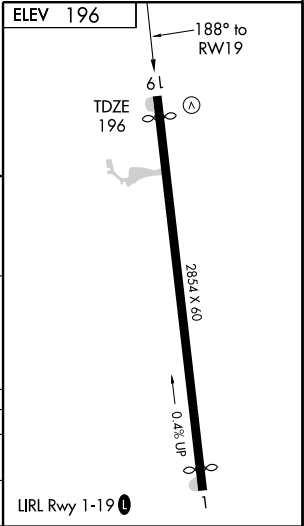
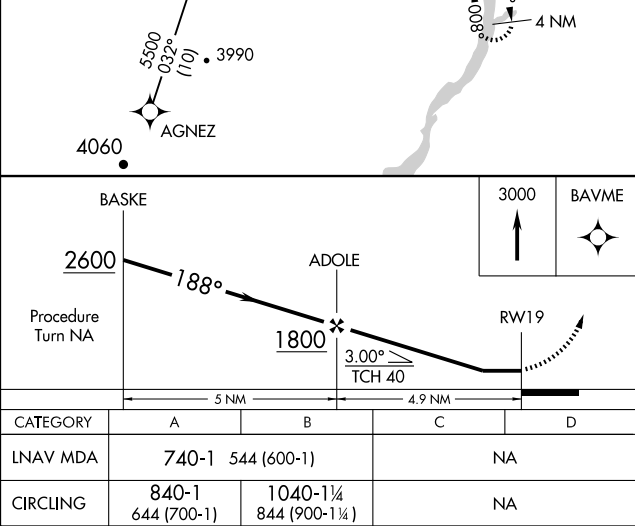
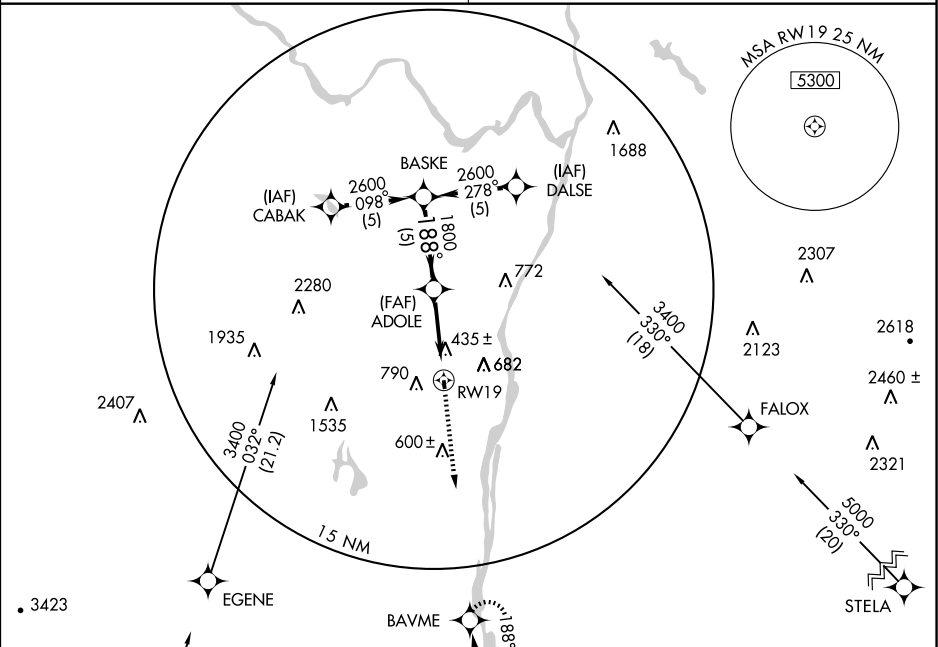
APP CRS	Rwy Idg	2730
188°	TDZE	196
	Apt Elev	196

RNAV (GPS) RWY 19

SOUTH BETHLEHEM / SOUTH ALBANY (4B0)

NA	Use Albany Intl altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3000 direct BAYME WP and hold.
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ALBANY APP CON 118.05 263.075	UNICOM 123.0 (CTAF)
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▼

NA

Use Poughkeepsie altimeter setting.

Terrain rises rapidly East and Southeast of airport.

Procedure not authorized at night.

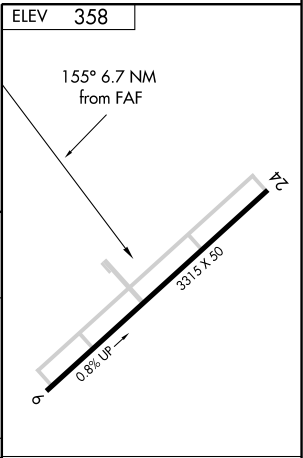
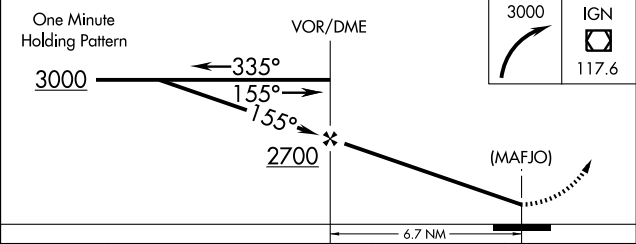
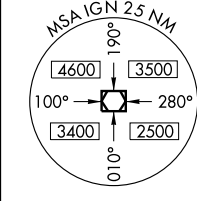
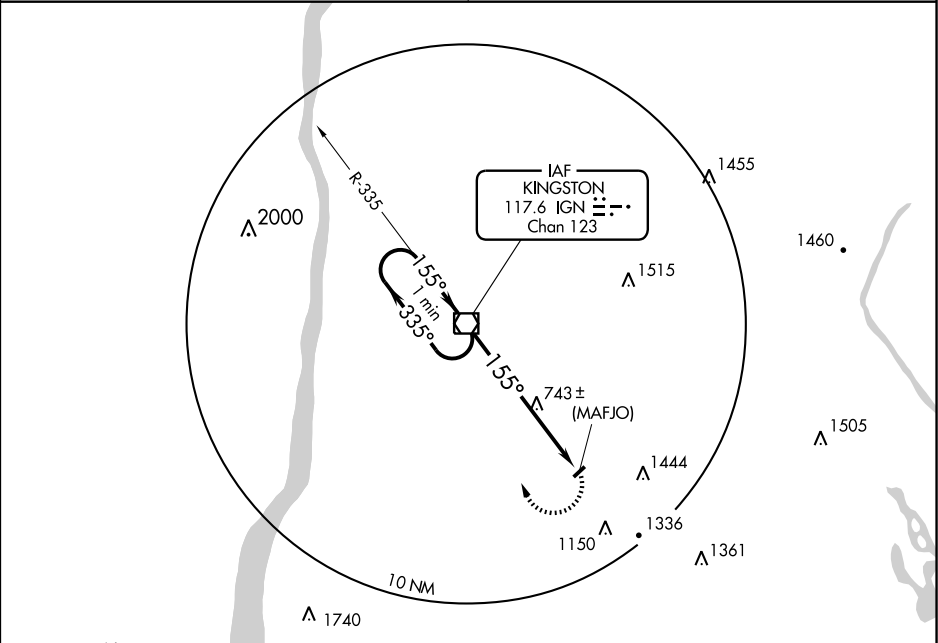
MISSED APPROACH: Climbing right turn to 3000 direct IGN VOR/DME and hold.

NEW YORK APP CON

132.75 363.1

UNICOM

122.8 (CTAF)

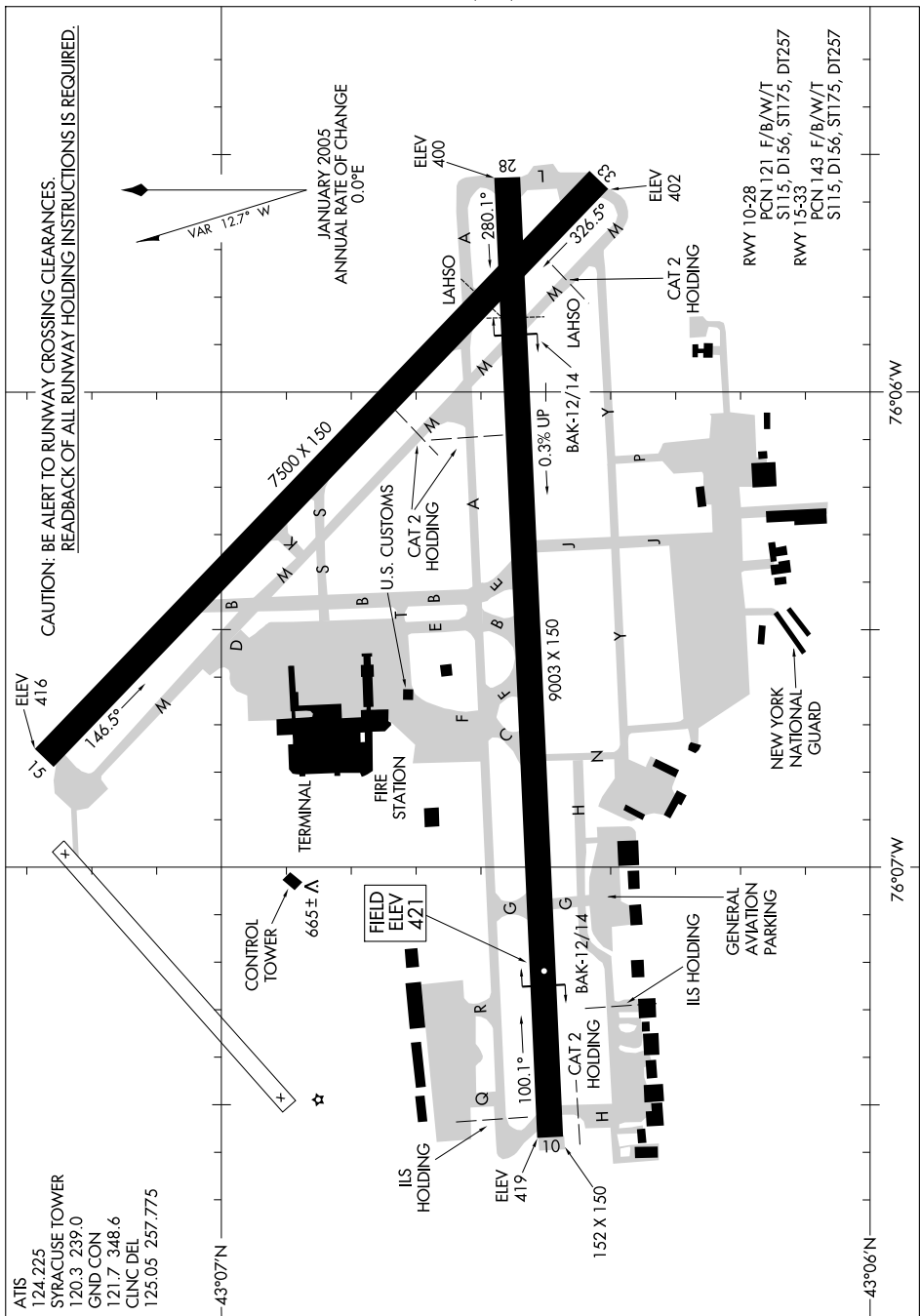


CATEGORY	A	B	C	D	FAF to MAP 6.7 NM					
CIRCLING	1860-3 1502 (1600-3)	NA			Knots	60	90	120	150	180
	Min:Sec				6:42	4:28	3:21	2:41	2:14	

AIRPORT DIAGRAM

AL-411 (FAA)

SYRACUSE AIRPORT (SYR)
SYRACUSE, NEW YORK



NE-2, 22 OCT 2009 to 19 NOV 2009

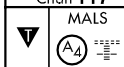
SYRACUSE, NEW YORK

HI-VOR/DME or TACAN RWY 15

VORTAC SYR 117.0 Chan 117	APCH CRS 131°	Rwy Idg 7500 TDZE 417 Arpt Elev 421
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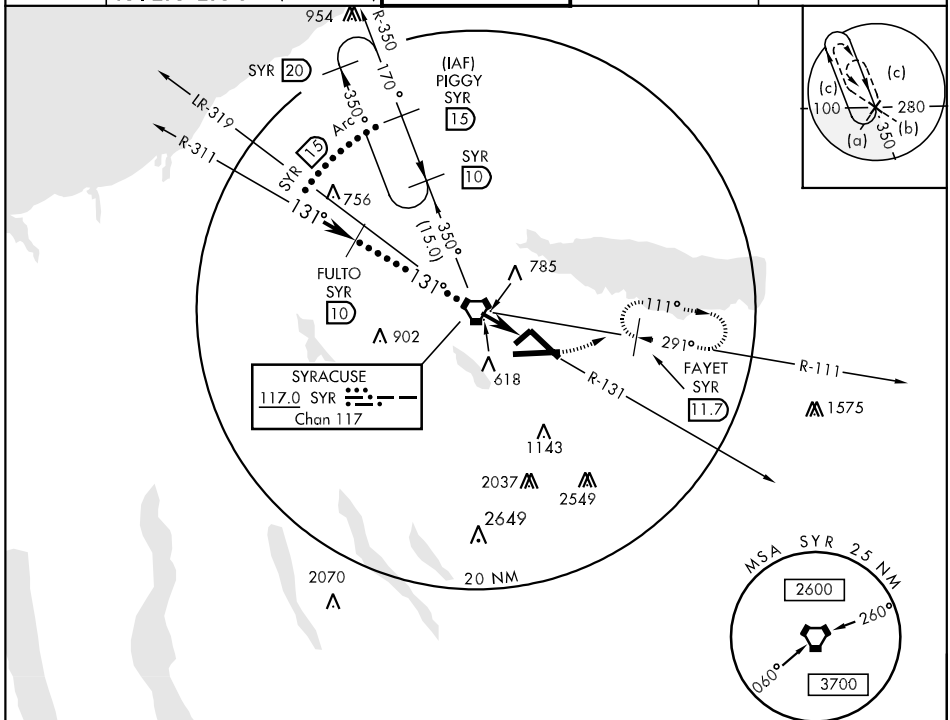
JAL-411 [USAF]

SYRACUSE HANCOCK INTL (KSYR)

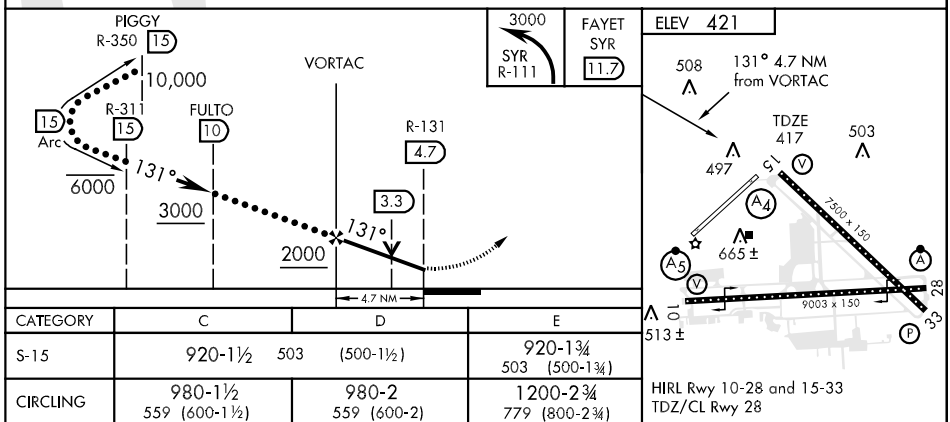


MISSED APPROACH: Climbing left turn to 3000 via SYR R-111 to FAYET/11.7 DME and hold.

ATIS 124.225	SYRACUSE APP CON 126.125 269.125 (100°- 278°) 134.275 279.6 (279°- 099°)	SYRACUSE TOWER 120.3 239.0	GND CON 121.7 348.6	CLNC DEL 125.05 257.775
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EMERG SAFE ALT 100 NM 6700



LOC/DME I-MRZ	APP CRS	Rwy Idg	9003
109.9	100°	TDZE	421
Chan 36		Apt Elev	421

▼

▲

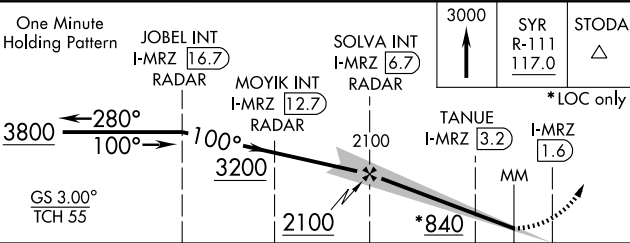
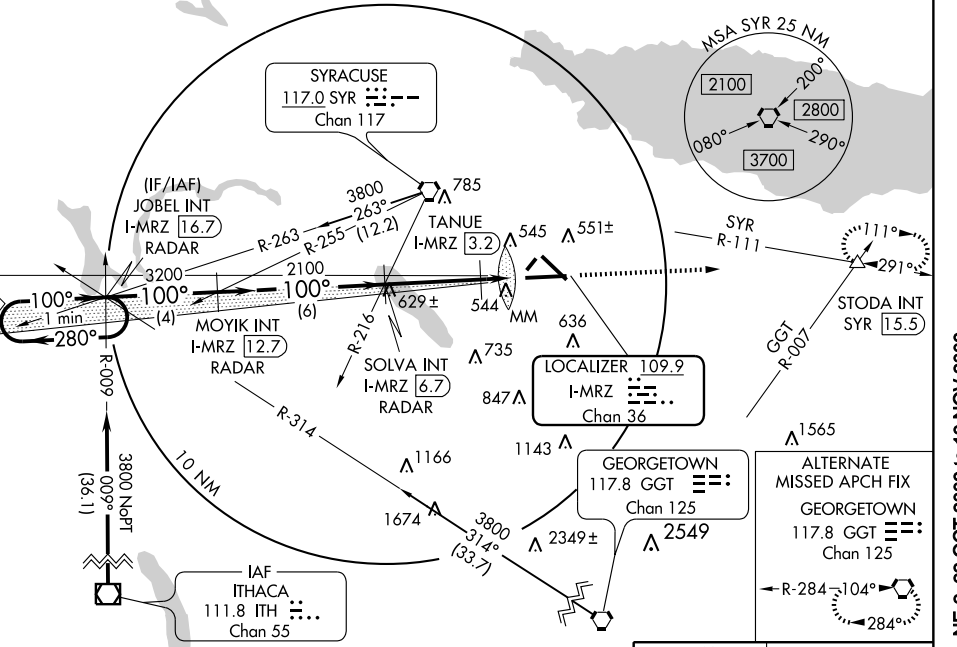
For inoperative MALSR, increase S-LOC 10 Cat E visibility to 1½ miles and TANUE fix minimums S-LOC Cat E visibility to RVR 6000.
**RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

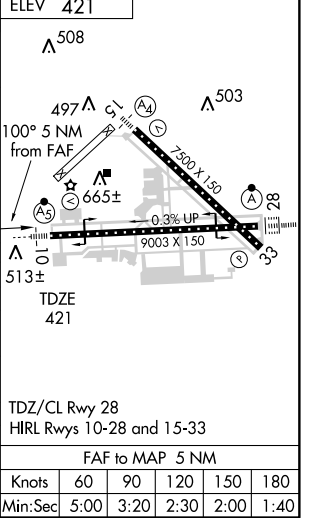
AS

MISSED APPROACH: Climb to 3000 via SYR VORTAC R-111 to STODA Int/SYR 15.5 DME and hold.

ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124.225	134.275 279.6	120.3 239.0	121.7 348.6	125.05 257.775



CATEGORY	A	B	C	D	E
S-ILS 10	** 621/24 200 (200-½)				
S-LOC 10	840/24	419 (500-½)	840/40	419 (500-¾)	840/50 419 (500-1)
CIRCLING	880-1	459 (500-1)	900-1½ 479 (500-1½)	980-2 559 (600-2)	1200-2¾ 779 (800-2¾)
TANUE FIX MINIMUMS					
S-LOC 10	780/24	359 (400-½)	780/40	359 (400-¾)	
CIRCLING	880-1	459 (500-1)	900-1½ 479 (500-1½)	980-2 559 (600-2)	1200-2¾ 779 (800-2¾)

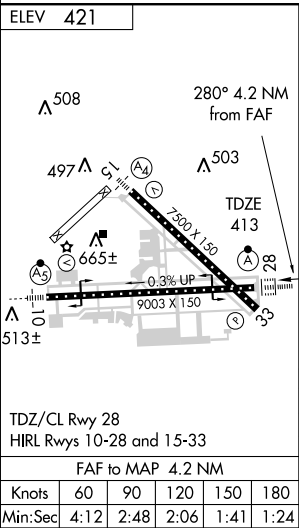
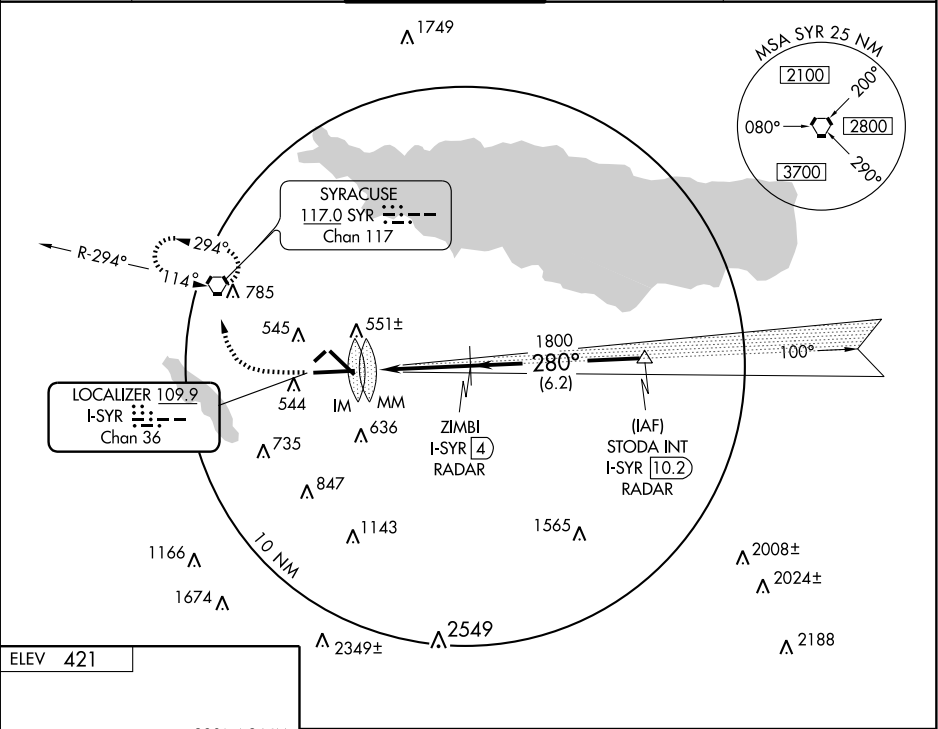


NE-2, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-SYR 109.9 Chan 36	APP CRS 280°	Rwy Idg TDZE Apt Elev	9003 413 421
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ILS RWY 28
SYRACUSE HANCOCK INTL (SYR)

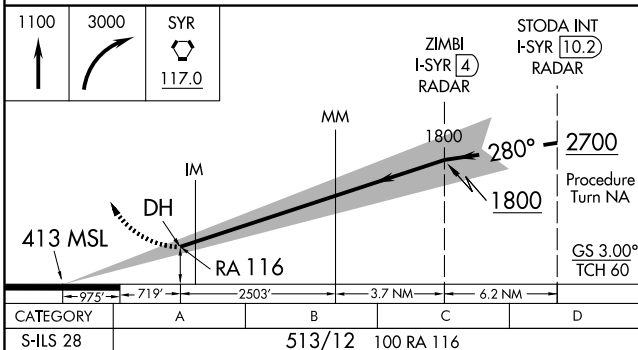
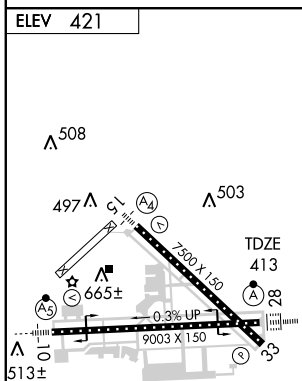
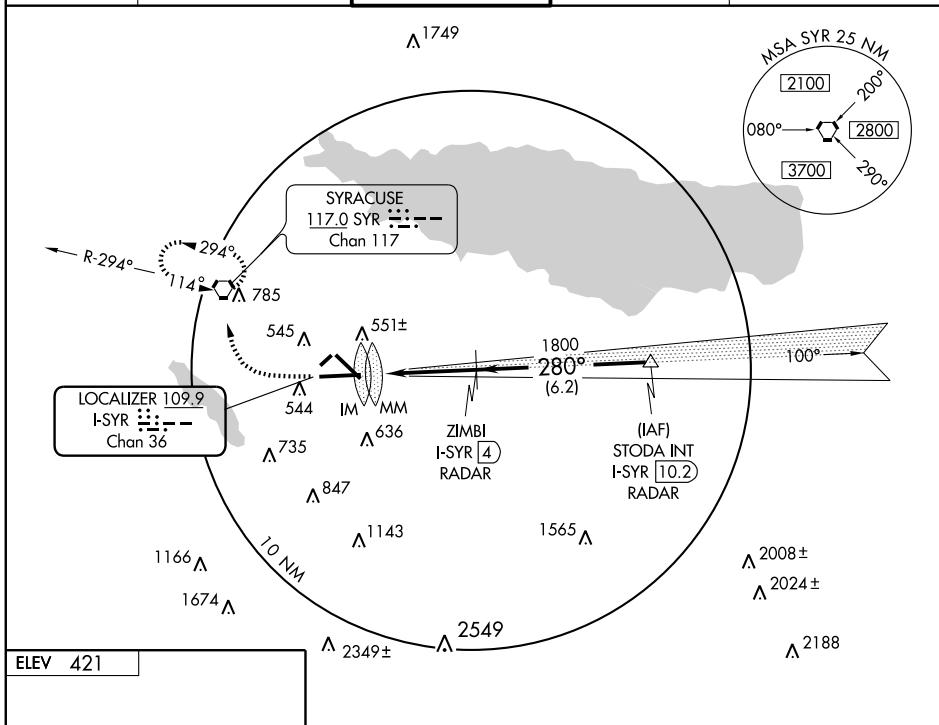
* RADAR or DME REQUIRED		ALSF-2	MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct SYR VORTAC and hold.	
ATIS 124.225	SYRACUSE APP CON 134.275 279.6	SYRACUSE TOWER 120.3 239.0	GND CON 121.7 348.6	CLNC DEL 125.05 257.775



LOC/DME I-SYR 109.9 Chan 36	APP CRS 280°	Rwy Idg TDZE Apt Elev	9003 413 421
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ILS RWY 28 (CAT II)
SYRACUSE HANCOCK INTL (SYR)

				MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct SYR VORTAC and hold.	
ATIS 124.225	SYRACUSE APP CON 134.275 279.6	SYRACUSE TOWER 120.3 239.0		GND CON 121.7 348.6	CLNC DEL 125.05 257.775



NE-2. 22 OCT 2009 to 19 NOV 2009

TDZ/CL Rwy 28
HIRL Rwy 10-28 and 15-33

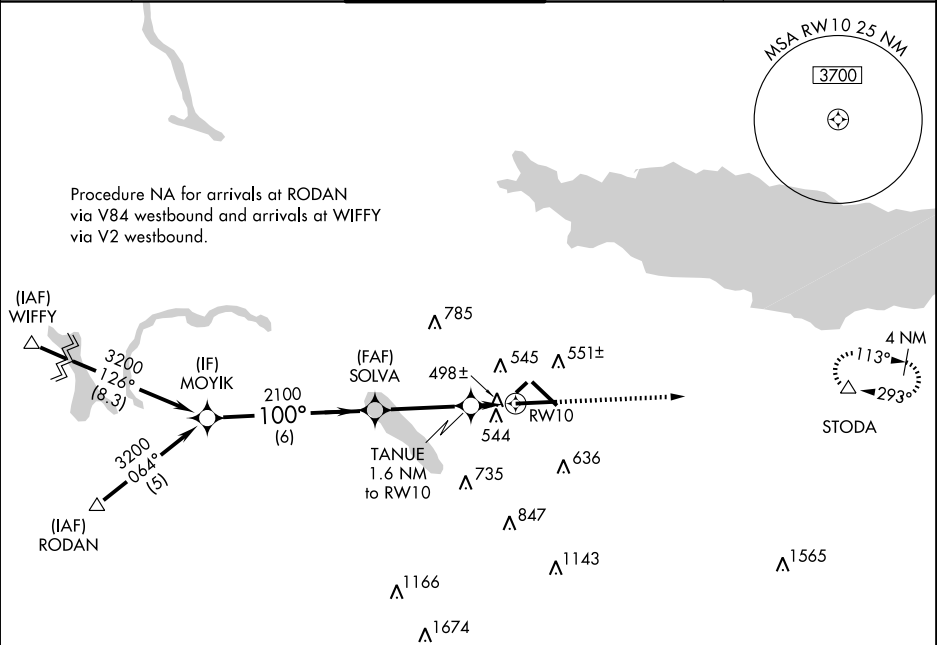
CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

WAAS CH 40017 W10A	APP CRS 100°	Rwy Idg TDZE Apt Elev 9003 421 421
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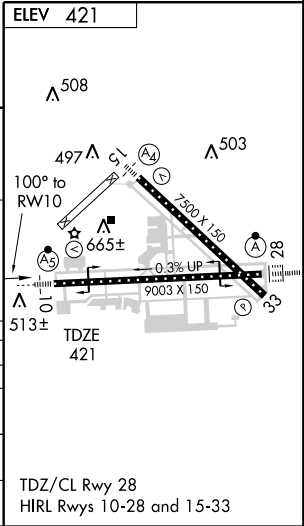
RNAV (GPS) RWY 10
SYRACUSE HANCOCK INTL (SYR)

 DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). For inoperative MALSR, increase LPV visibility all Cats to RVR 5000. For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000.	 MALSR	MISSED APPROACH: Climb to 3000 direct STODA and hold.
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ATIS 124.225	SYRACUSE APP CON 134.275 279.6	SYRACUSE TOWER 120.3 239.0	GND CON 121.7 348.6	CLNC DEL 125.05 257.775
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MOYIK 3200 Procedure Turn NA GS 3.00° TCH 55					3000 STODA	
SOLVA 2100 * LNAV only					TANUE 1.6 NM to RW10	
RW10 980 * 1 NM to RW10					RW10	
6 NM					3.4 NM	
CATEGORY					A	
LPV DA					722/24 301 (400-½)	
LNAV/VNAV DA					823/50 402 (500-1)	
LNAV MDA					800/24 379 (400-½)	
CIRCLING					880-1 ½ 459 (500-1 ½)	
					900-1 ½ 479 (500-1 ½)	
					800/50 379 (400-1)	
					980-2 559 (600-2)	



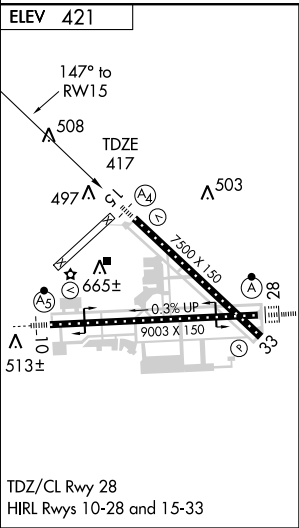
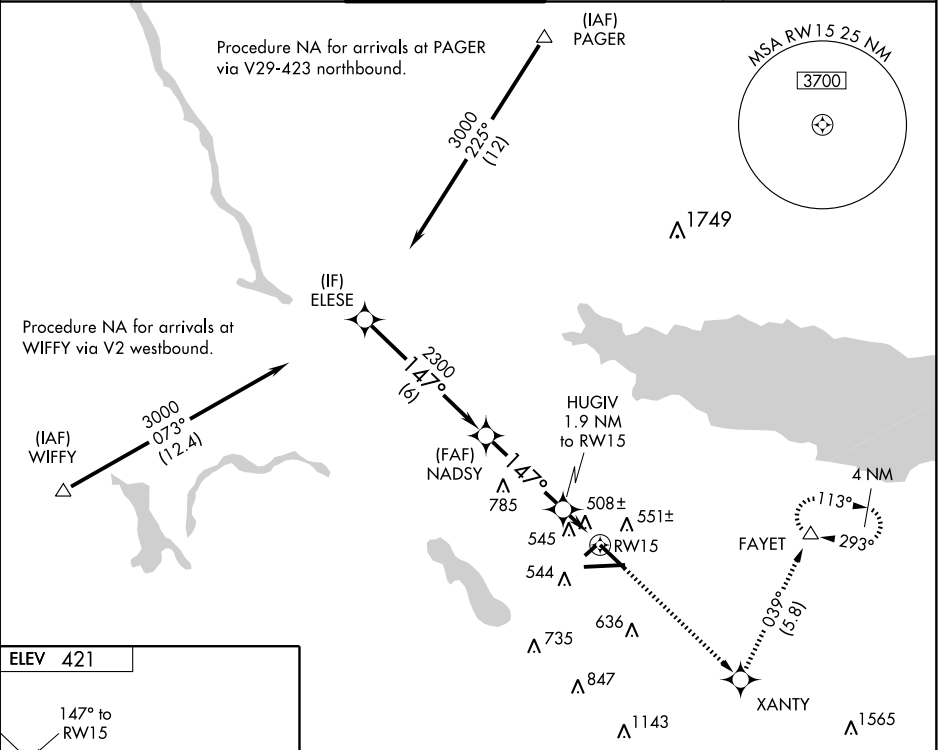
WAAS CH 50117 W15A	APP CRS 147°	Rwy Idg TDZE Apt Elev	7500 417 421
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RNAV (GPS) RWY 15

SYRACUSE HANCOCK INTL (SYR)

Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. Inoperative table does not apply to LPV, LNAV/VNAV and LNAV Cat C.	MALS 	MISSED APPROACH: Climb to 3000 direct XANTY and left turn via 039° track to FAYET and hold.
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ATIS 124.225	SYRACUSE APP CON 134.275 279.6	SYRACUSE TOWER 120.3 239.0	GND CON 121.7 348.6	CLNC DEL 125.05 257.775
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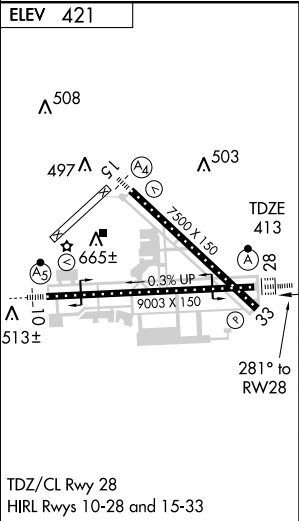
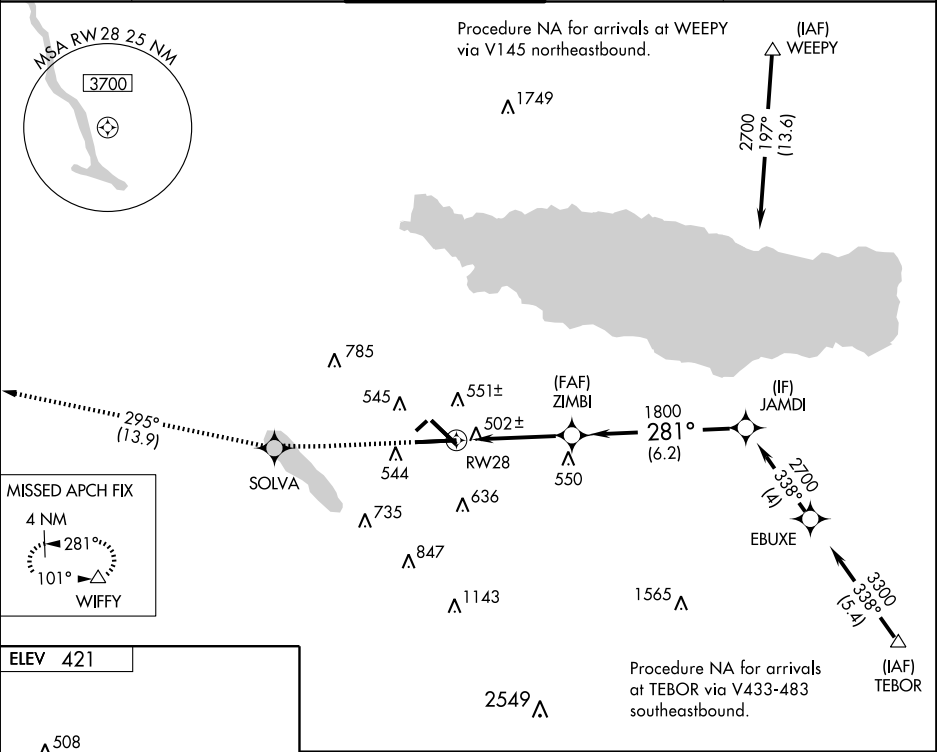


ELESE				
3000				
Procedure Turn NA GS 3.00° TCH 53				
6 NM				
3.8 NM				
1.9 NM				
RWY 15				
CATEGORY	A	B	C	D
LPV DA	735-1 318 (400-1)			
LNAV/VNAV DA	825-1½ 408 (500-1½)			
LNAV MDA	900-¾ 483 (500-¾)		900-1¼ 483 (500-1¼)	900-1½ 483 (500-1½)
CIRCLING	900-1½ 479 (500-1½)			980-2 559 (600-2)

WAAS CH 45517 W28A	APP CRS 281°	Rwy Idg TDZE 413 Apt Elev 421
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RNAV (GPS) RWY 28
SYRACUSE HANCOCK INTL (SYR)

<div><div>⚠</div><div>Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. For inoperative ALSF, increase LPV visibility all Cats to RVR 6000.</div></div>	<div><div>ALSF-2</div><div></div></div>		<div><div>MISSED APPROACH:</div><div>Climb to 3000 direct SOLVA and via 295° track to WIFFY and hold.</div></div>	
	<div>ATIS 124.225</div>	<div>SYRACUSE APP CON 134.275 279.6</div>	<div>SYRACUSE TOWER 120.3 239.0</div>	<div>GND CON 121.7 348.6</div>



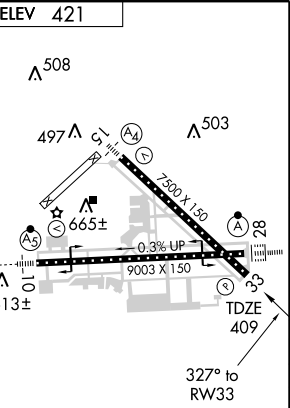
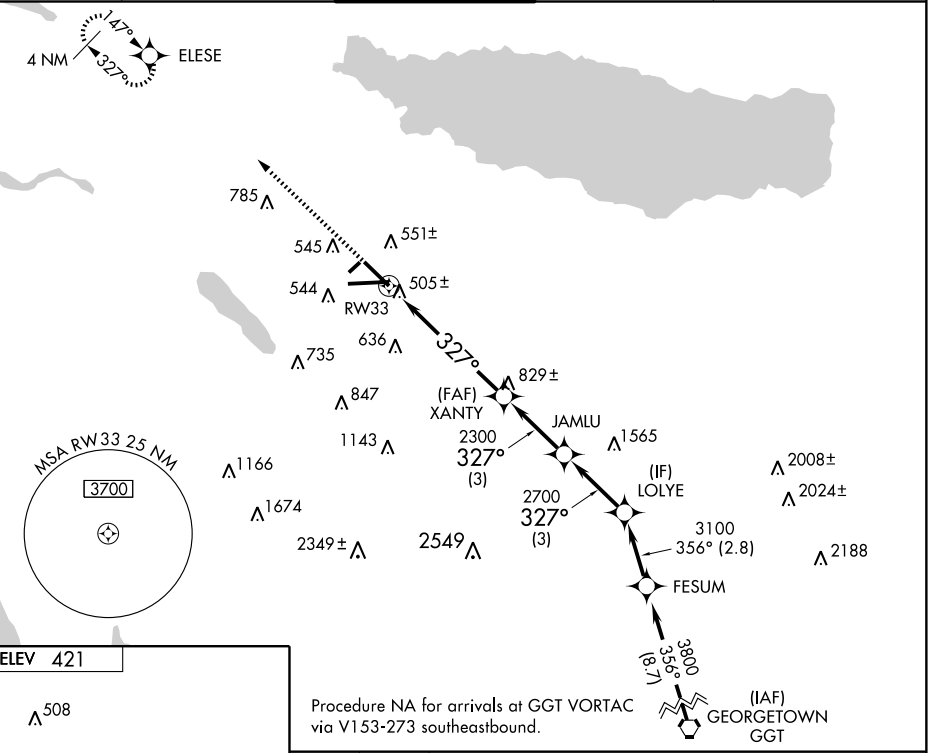
	3000	SOLVA	WIFFY	JAMDI
	↑	TRK 295°	△	2700
		* 1.3 NM to RWY 28		Procedure Turn NA
		RWY 28		GS 3.00° TCH 60
		* LNAV only		
	1.3	2.9 NM	6.2 NM	
CATEGORY	A	B	C	D
LPV DA		740/40	327 (400-¾)	
LNAV/VNAV DA		775/40	362 (400-¾)	
LNAV MDA	860/24	447 (500-½)	860/40 447 (500-¾)	860/50 447 (500-1)
CIRCLING	880-1¼	459 (500-1¼)	900-1½ 479 (500-1½)	980-2 559 (600-2)

WAAS CH 81823 W33A	APP CRS 327°	Rwy Idg TDZE Apt Elev 7500 409 421
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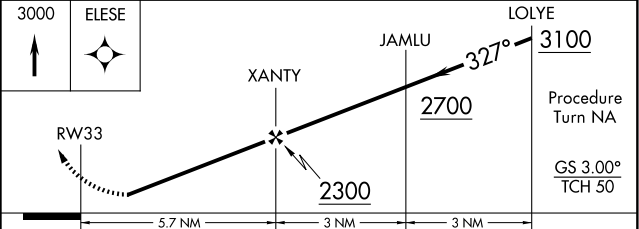
RNAV (GPS) RWY 33
SYRACUSE HANCOCK INTL (SYR)

 Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3000 direct ELESE and hold.
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ATIS 124.225	SYRACUSE APP CON 134.275 279.6	SYRACUSE TOWER 120.3 239.0	GND CON 121.7 348.6	CLNC DEL 125.05 257.775
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TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

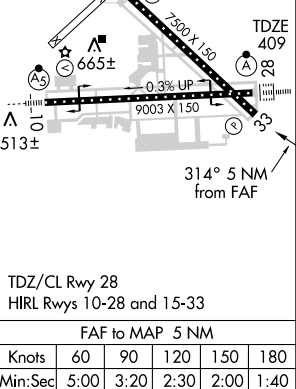
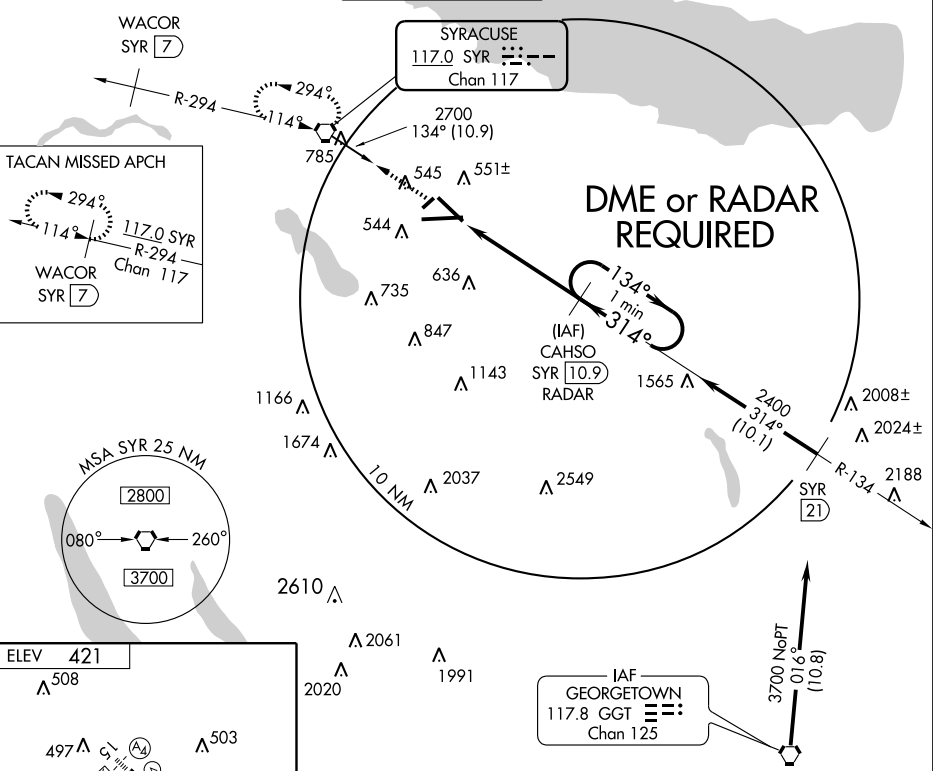


CATEGORY	A	B	C	D
LPV DA	734/60 325 (400-1¼)			
RNAV/ VNAV DA	874-1¾ 465 (500-1¾)			
RNAV MDA	880/50	471 (500-1)	880/60 471 (500-1¼)	880-1½ 471 (500-1½)
CIRCLING	880-1¾	459 (500-1¾)	900-1¾ 479 (500-1¾)	980-2 559 (600-2)

VORTAC SYR 117.0 Chan 117	APP CRS 314°	Rwy Idg TDZE Apt Elev	7500 409 421
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MISSED APPROACH: Climb to 3000 direct SYR VORTAC and hold. (TACAN aircraft continue via SYR R-294 to WACOR/7 DME and hold NW, LT, 114° inbound.)

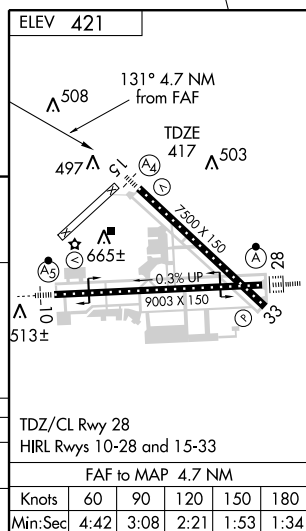
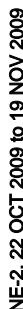
ATIS 124.225	SYRACUSE APP CON 134.275 279.6	SYRACUSE TOWER 120.3 239.0	GND CON 121.7 348.6	CLNC DEL 125.05 257.775
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ELEV 421	508	497	503	665±	7500 X 150	TDZE 409	28	513±
3000	SYR	117.0	314°	5 NM from FAF	9003 X 150	0.3% UP	314°	5 NM from FAF
SYR 5.9	314°	2400	134°	2700	314°	2400	134°	2700
5 NM	5 NM	5 NM	5 NM	5 NM	5 NM	5 NM	5 NM	5 NM
CATEGORY	A	B	C	D	E			
S-33	880/50	471 (500-1)	880/60	880-1½	880-1¾			
			471 (500-1¼)	471 (500-1½)	471 (500-1¾)			
			900-1½	980-2	1200-2¾			
			479 (500-1½)	559 (600-2)	779 (800-2¾)			
CIRCLING	880-1	459 (500-1)						

NE-2: 22 OCT 2009 to 19 NOV 2009

<div><div></div><div>Inoperative table does not apply to S-1.5 CAT C and D.</div></div>			<div>MALS<div><div>A4</div><div><div></div><div></div><div></div></div></div></div>	MISSED APPROACH: Climbing left turn to 3000 via SYR R-111 to FAYET Int/SYR 11.7 DME and hold.		
ATIS 124.225	SYRACUSE APP CON 134.275 279.6	SYRACUSE TOWER 120.3 239.0	GND CON 121.7 348.6	CLNC DEL 125.05 257.775		



APP CRS	Rwy Idg	4041
017°	TDZE	273
	Apt Elev	274

RNAV (GPS) RWY 2

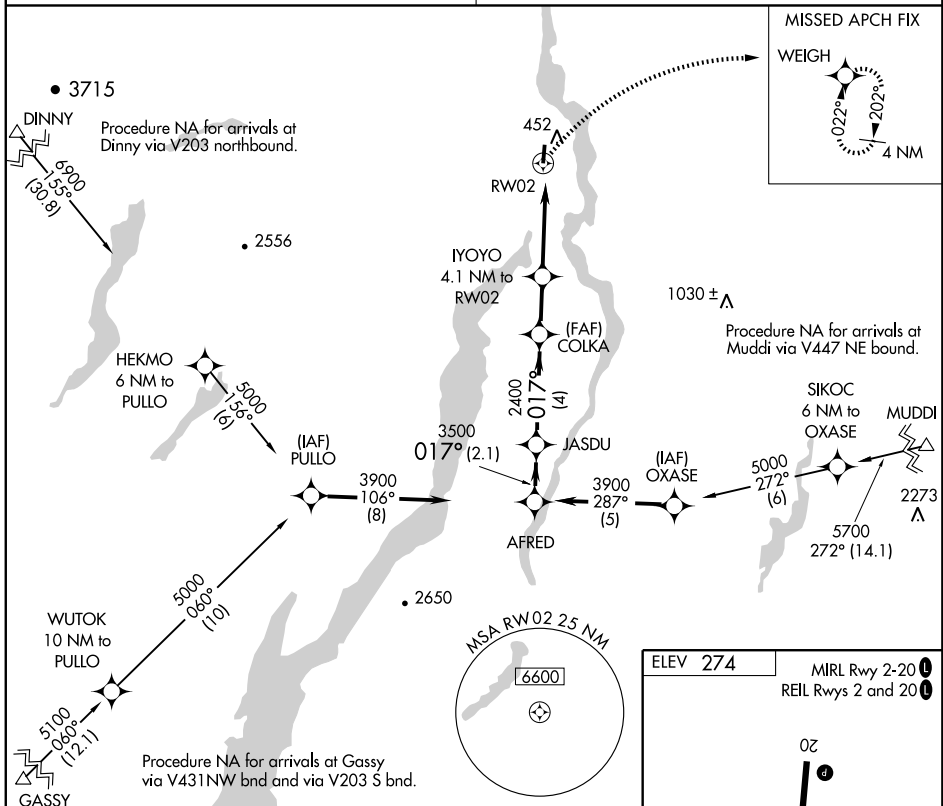
TICONDEROGA MUNI (4B6)

T GPS or RNP-0.3 required.
A DME/DME RNP-0.3 NA.
 NA Use Burlington altimeter setting

MISSED APPROACH: Climbing right turn to 4000 direct WEIGH WP and hold.

BOSTON CENTER
135.7 282.2

UNICOM
122.8 (CTAF)



Procedure
Turn NA

AFRD

JASDU

COLKA

IYOYO
4.1 NM to
RW02

RW02

3900

017°

3500

2400

3.21° ≥
TCH 45

1720

VGSI and descent angles
not coincident.

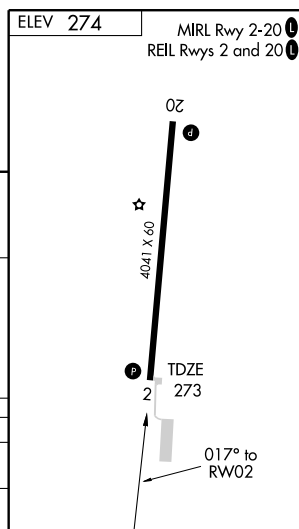
2.1 NM

4 NM

2.1 NM

4.1 NM



CATEGORY	A	B	C	D
LNAV MDA	1480-1¼ 1207 (1300-1¼)	1480-1½ 1207 (1300-1½)		NA
CIRCLING	1480-1¼ 1206 (1300-1¼)	1480-1½ 1206 (1300-1½)		NA



APP CRS	Rwy Idg	4041
197°	TDZE	273
	Apt Elev	274

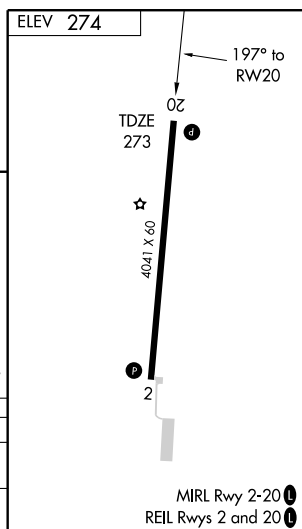
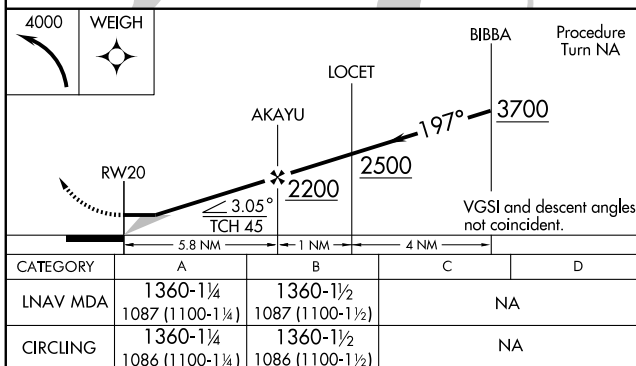
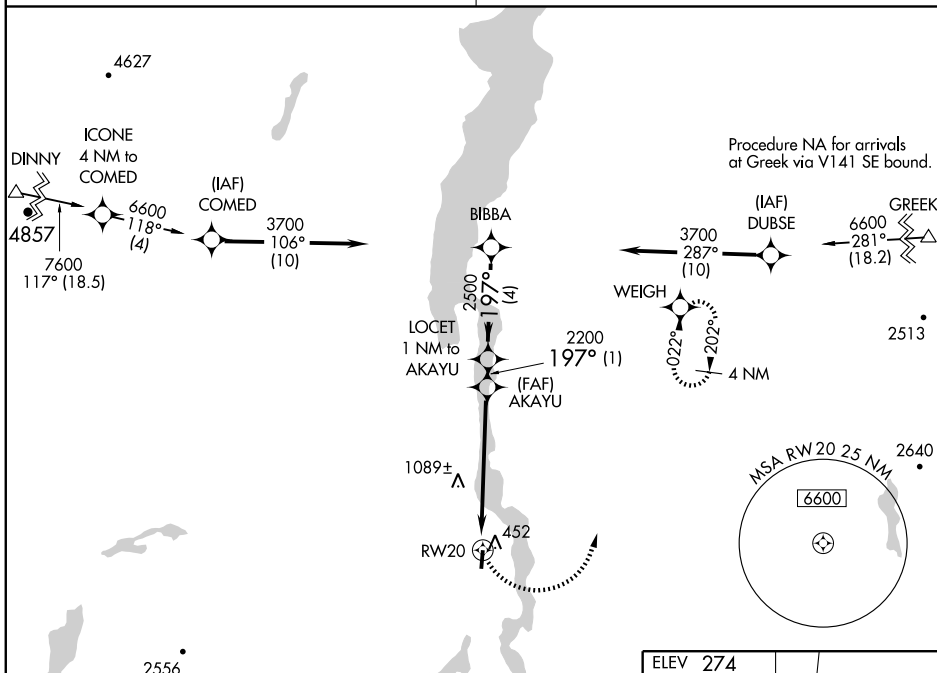
RNAV (GPS) RWY 20

TICONDEROGA MUNI (4B6)

	GPS or RNP-0.3 required.
 NA	DME/DME RNP-0.3 NA. Use Burlington altimeter setting

MISSED APPROACH: Climbing left turn to 4000 direct WEIGH WP and hold.

BOSTON CENTER
135.7 282.2

UNICOM
122.8 (CTAF) **L**

ASOS
132.325
CTAF/UNICOM
123.0



RWY 7-25
S25, D44, DT90
RWY 10-28
S25, D44, DT90

ILS or LOC RWY 7 WATERTOWN INTL (ART)

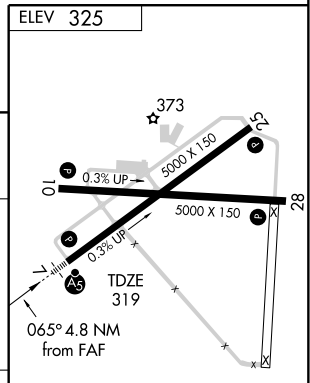
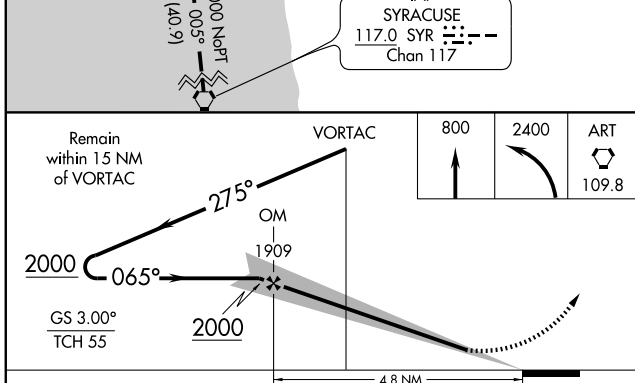
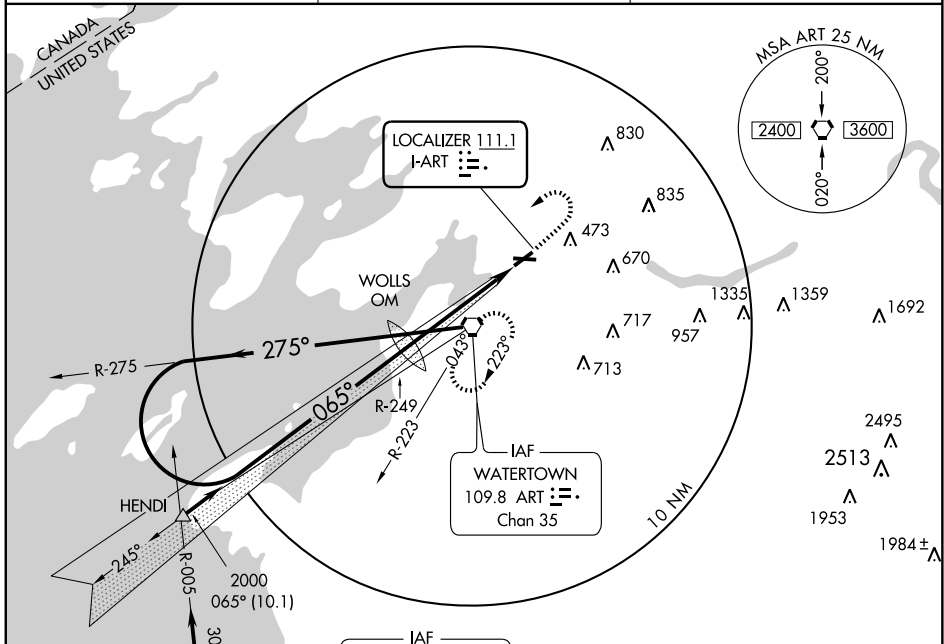
LOC I-ART	APP CRS	Rwy Idg	5000
111.1	065°	TDZE	319
		Apt Elev	325

▼
A Circling NA at night to Rwy 10.

MALSRR
A5

MISSED APPROACH: Climb to 800, then climbing left turn to 2400 direct ART VORTAC and hold.

ASOS 132.325	WHEELER-SACK APP CON 128.25 257.6	UNICOM 123.0 (CTAF) 0
------------------------	---	---------------------------------



CATEGORY	A	B	C	D	F
S-ILS 7		519-1/2	200 (200-1/2)		
S-LOC 7	760-1/2	411 (500-1/2)	760-3/4	411 (500-3/4)	760-1
					441 (500-1)
CIRCLING	940-1	960-1	960-1 3/4	1000-2 1/4	
	615 (700-1)	635 (700-1)	635 (700-1 3/4)	675 (700-2 1/4)	

REIL Rwy 28	L				
HIRL Rwy 7-25	L				
MIRL Rwy 10-28	L				
FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

WAAS CH 82510 W07A	APP CRS 065°	Rwy Idg TDZE Apt Elev	5000 319 325
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RNAV (GPS) RWY 7

WATERTOWN INTL (ART)

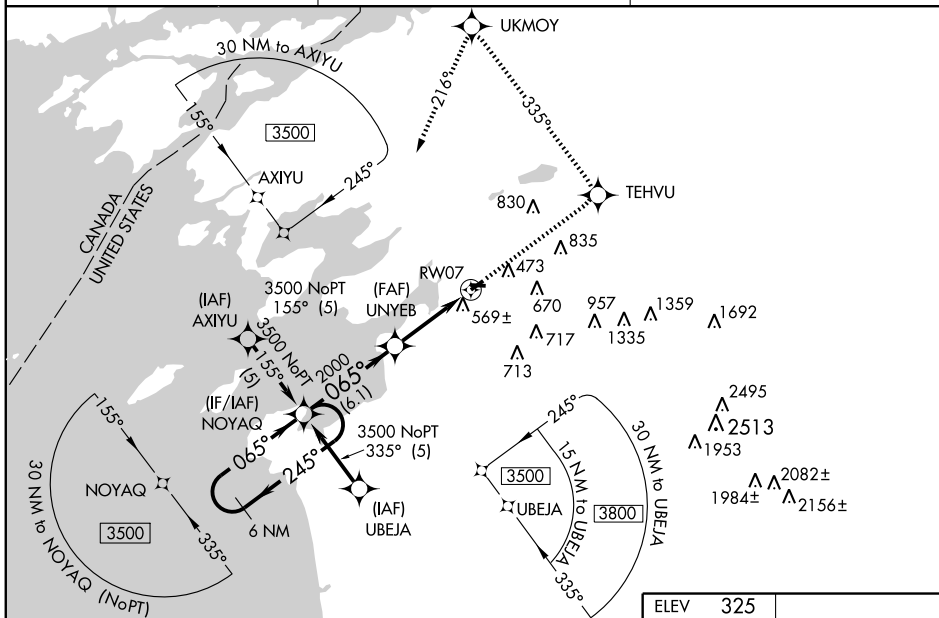
⚠ Circling to Rwy 10 NA at night. When local altimeter setting not received, use Syracuse altimeter setting and increase LPV DA to 706 feet; LNAV/VNAV DA to 1039 feet; and all MDA 140 feet; increase LPV visibility $\frac{1}{4}$ mile all Cats; LNAV/VNAV visibility $\frac{1}{2}$ mile all Cats; LNAV Cat C $\frac{1}{4}$ mile, and Cat D $\frac{1}{2}$ mile; increase Circling Cat B visibility $\frac{1}{4}$ mile, Cat C and D visibility $\frac{1}{2}$ mile. VDP NA when using Syracuse altimeter setting. Baro-VNAV NA when using Syracuse altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative MALS, when using Syracuse altimeter setting, increase LPV visibility to $1\frac{1}{4}$ mile all Cats.

MALS

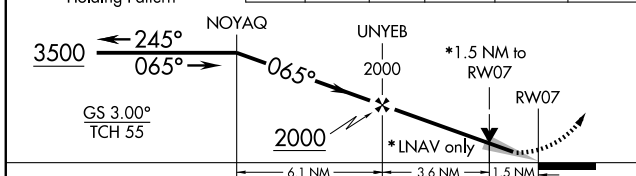


MISSED APPROACH:
Climb to 3500 direct TEHVU via 335° track to UKMOY and left turn via 216° track to NOYAQ and hold.

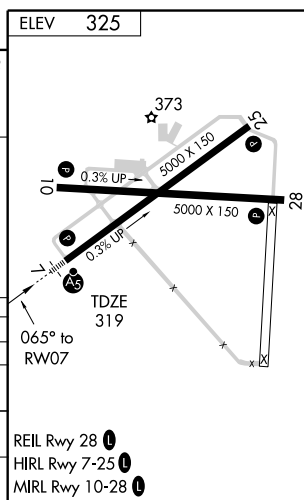
ASOS 132.325	WHEELER-SACK APP CON 128.25 257.6	UNICOM 123.0 (CTAF) 1
------------------------	---	---------------------------------



VGSI and RNAV glidepath not coincident.	3500	TEHVU	335°	UKMOY	216°	NOYAQ
6 NM Holding Pattern						



CATEGORY	A	B	C	D
LPV DA		570- $\frac{1}{2}$	251 (300- $\frac{1}{2}$)	
LNAV/VNAV DA		903-1 $\frac{1}{2}$	584 (600-1 $\frac{1}{2}$)	
LNAV MDA	820- $\frac{1}{2}$ 501 (500- $\frac{1}{2}$)		820-1 501 (500-1)	
CIRCLING	960-1 635 (700-1)		960-1 $\frac{3}{4}$ 635 (700-1 $\frac{3}{4}$)	1000-2 $\frac{1}{4}$ 675 (700-2 $\frac{1}{4}$)




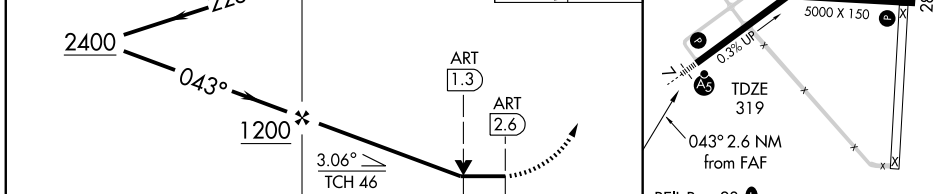
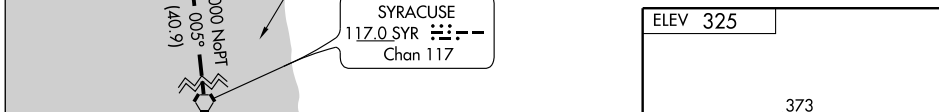
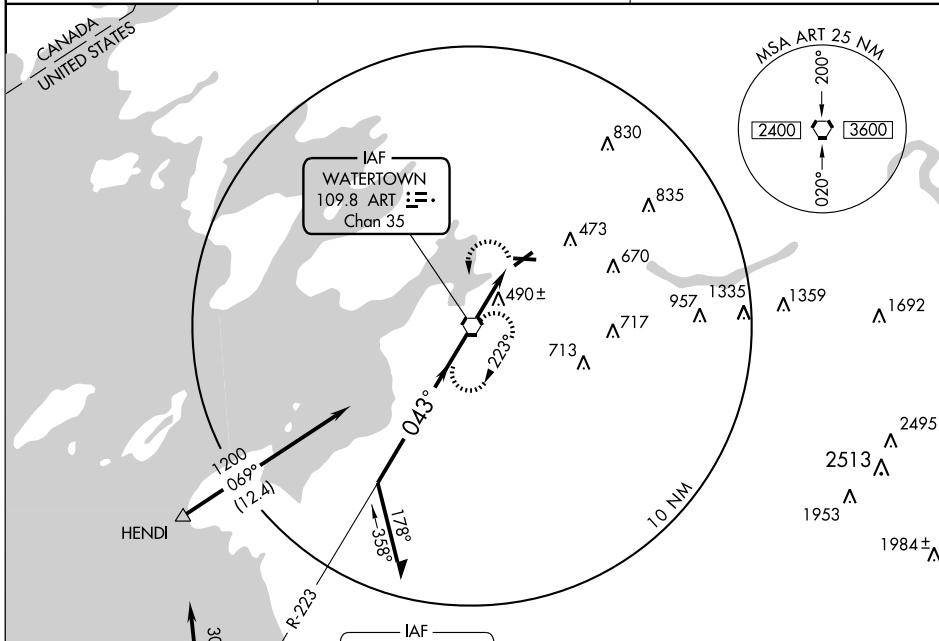
REIL Rwy 28 1
HIRL Rwy 7-25 1
MIRL Rwy 10-28 1

VORTAC ART 109.8 Chan 35	APP CRS 043°	Rwy Idg TDZE Apt Elev	5000 319 325
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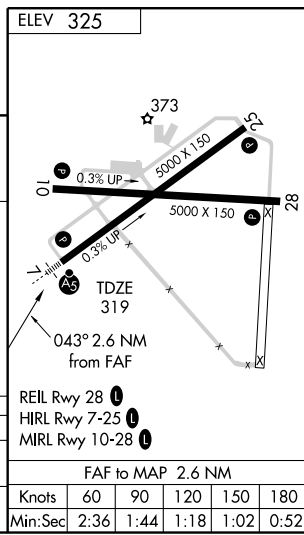
VOR RWY 7 WATERTOWN INTL (ART)

 Circling NA at night to Rwy 10. Inoperative table does not apply.	 MALS	MISSED APPROACH: Climbing left turn to 2400 direct ART VORTAC and hold.
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ASOS 132.325	WHEELER-SACK APP CON 128.25 257.6	UNICOM 123.0 (CTAF) 
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CATEGORY	A	B	C	D
S-7	840-1	521 (600-1)	840-1½ 521 (600-1½)	NA
CIRCLING	940-1 615 (700-1)	960-1 635 (700-1)	960-1¾ 635 (700-1¾)	NA



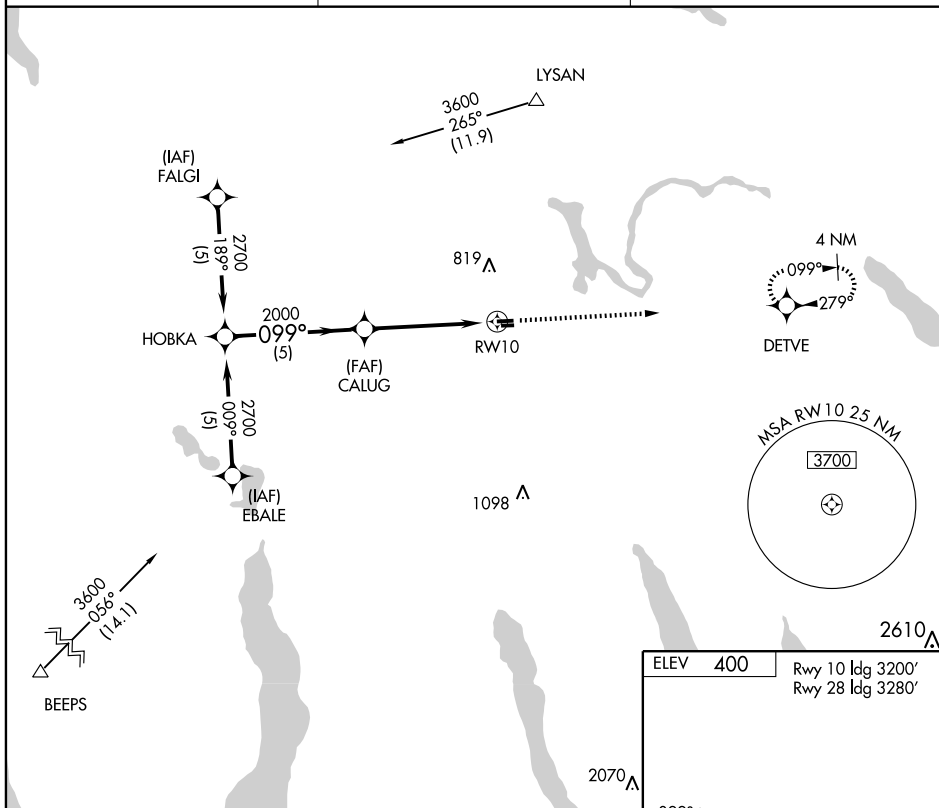
APP CRS	Rwy Idg	3200
099°	TDZE	400
	Apt Elev	400

RNAV (GPS) RWY 10

WEEDSPORT/ WHITFORDS (B16)

Use Syracuse altimeter setting. MISSED APPROACH: Climb to 3000 direct DETVE WP and hold.

 SYRACUSE APP CON
134.275 279.6

 UNICOM
122.8 (CTAF)
122.70

HOBKA 2700 Procedure Turn NA CATEGORY LNAV MDA CIRCLING	099° 2000 CALUG 3.04° TCH 40 RW10 5.0 NM 4.8 NM		3000 DETVE 099° to RW10 3630 X 60 2800 X 100 TDZE 400 MRL Rwy 10-28	
	A	B	C	D
	1020-1	620 (700-1)	NA	
	1020-1	1060-1	NA	
	620 (700-1)	660 (700-1)		

APP CRS
279°

Rwy Idg
3280

TDZE
400

Apt Elev
400

RNAV (GPS) RWY 28

WEEDSPORT/ WHITFORDS (B16)

▼

Use Syracuse altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

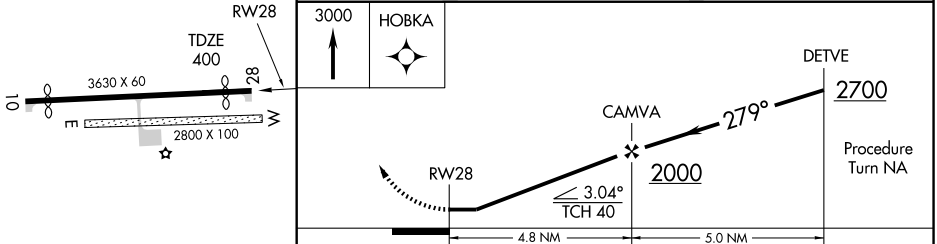
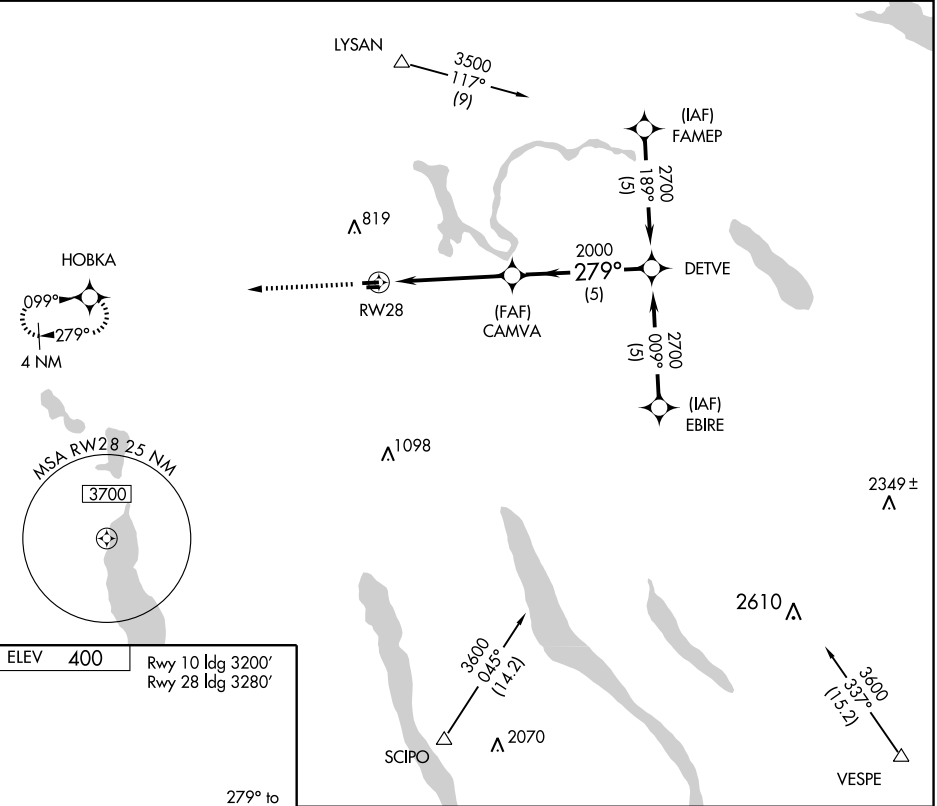
▲ NA

MISSED APPROACH: Climb to 3000 direct HOBKA WP and hold.

SYRACUSE APP CON
134.275 279.6

UNICOM
122.8 (CTAF)

122.7




CATEGORY	A	B	C	D
LNAV MDA	1000-1	600 (600-1)	NA	
CIRCLING	1000-1 600 (600-1)	1060-1 660 (700-1)	NA	


MIRL Rwy 10-28

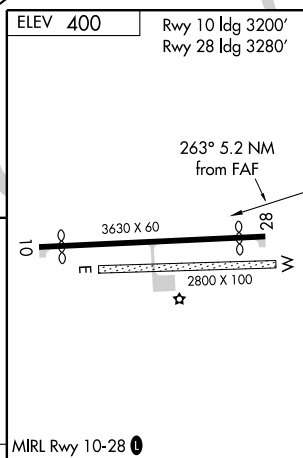
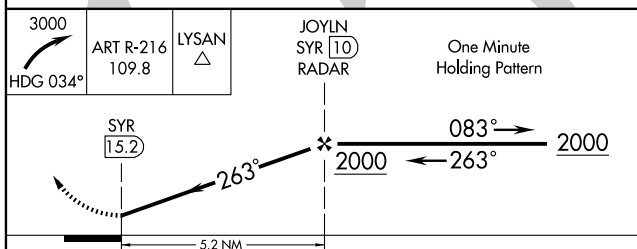
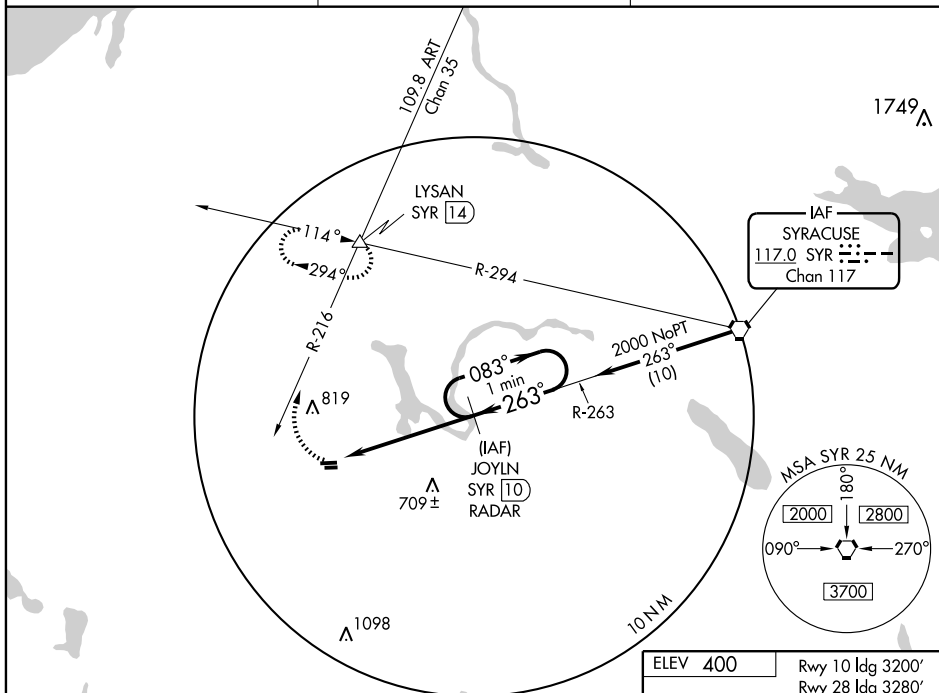
NE-2: 22 OCT 2009 to 19 NOV 2009

VORTAC SYR 117.0 Chan 117	APP CRS 263°	Rwy Idg TDZE Apt Elev N/A N/A 400
---	------------------------	---

VOR-A
WEEDSPORT/WHITFORDS (B16)

 NA Use Syracuse Hancock Intl altimeter setting.	MISSED APPROACH: Climbing right turn to 3000 via heading 034° and ART R-216 to LYSAN Int and hold.
--	--

SYRACUSE APP CON 134.275 279.6	UNICOM 122.8 (CTAF)	122.7 
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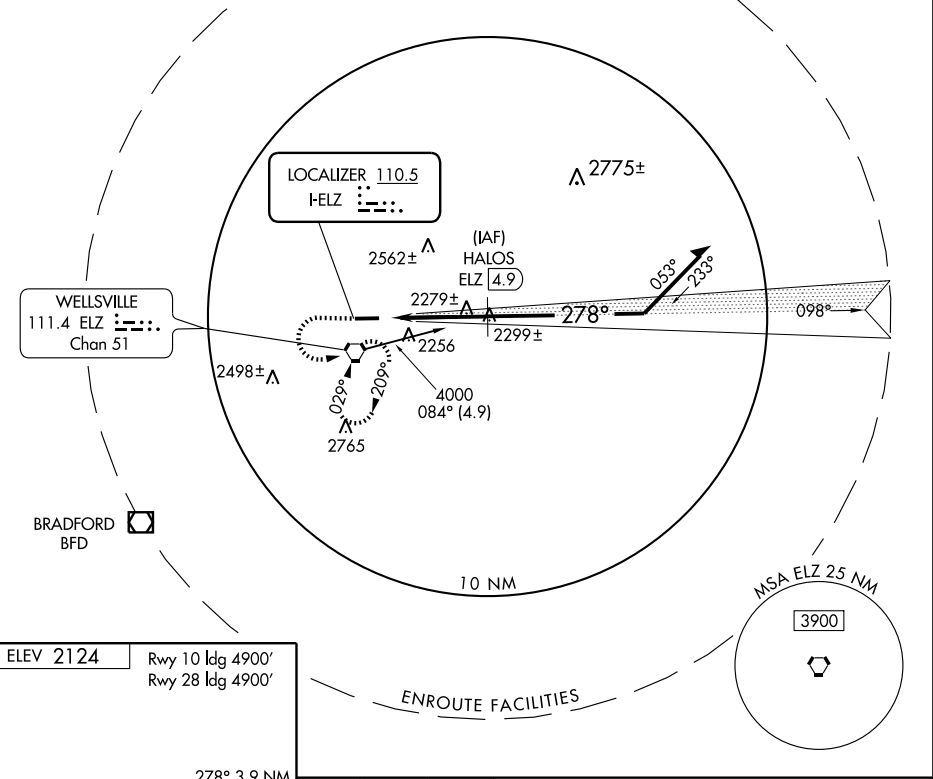
CATEGORY	A	B	C	D	FAF to MAP 5.2 NM					
CIRCLING	1100-1	700 (700-1)	NA		Knots	60	90	120	150	180
					Min:Sec	5:12	3:28	2:36	2:05	1:44

LOC I-ELZ	APP CRS	Rwy Idg	4900
110.5	278°	TDZE	2111
		Apt Elev	2124

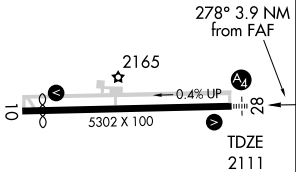
WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

<div>▼</div> <div>▲ NA</div>	Inoperative table does not apply. Visibility reduction by helicopters NA. If local altimeter setting not received, use Bradford, PA altimeter setting and increase all MDAs 260 feet.	MALS <div>▲</div>	MISSED APPROACH: Climb to 4100 then left turn direct ELZ VORTAC and hold.
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ASOS 119.275	CLEVELAND CENTER 124.325 353.850	UNICOM 123.0 (CTAF) 0
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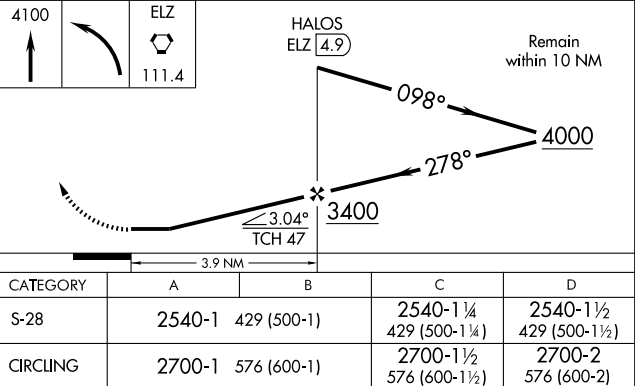


ELEV 2124	Rwy 10 ldg 4900'
	Rwy 28 ldg 4900'



REIL Rwy 10 0
HIRL Rwy 10-28 0

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18



NE-2, 22 OCT 2009 to 19 NOV 2009

NEVGE

5 NM Holding Pattern

4000 ← 277°
097° →

097°

JILKU

*1.7 NM to RW10

RW10

*LNNAV only.

3500

GS 3.00°
TCH 43

6.1 NM

2.4 NM

1.7

ELEV 2124
Rwy 10 ldg 4900'
Rwy 28 ldg 4900'

097° to RW10

TDZE 2124

2165

0.4% UP

A 2292±


CATEGORY	A	B	C	D
LPV DA	2415-1 291 (300-1)			
LNNAV/ VNAV DA	2596-1¾ 472 (500-1¾)			
LNNAV MDA	2700-1 576 (600-1)		2700-1½ 576 (600-1½)	2700-1¾ 576 (600-1¾)
CIRCUING	2700-1¾ 576 (600-1¾)			2700-2 576 (600-2)

REIL Rwy 10 **(L)**
HIRL Rwy 10-28 **(L)**

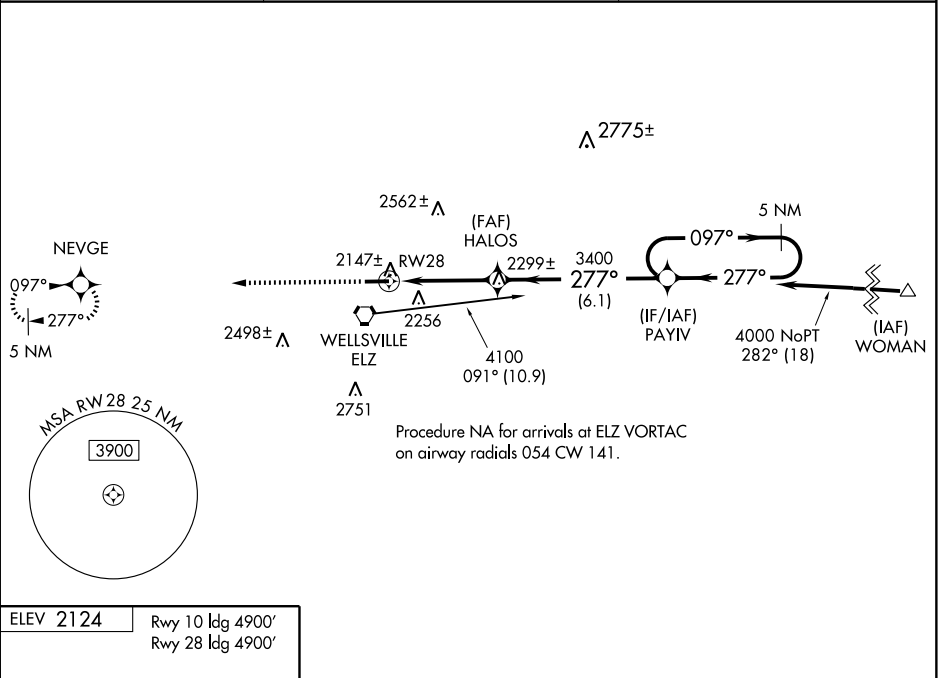
WAAS CH 49102 W28A	APP CRS 277°	Rwy Idg TDZE Apt Elev 4900 2111 2124
--	------------------------	--

RNAV (GPS) RWY 28

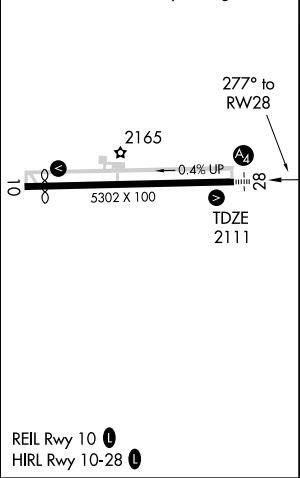
WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

<p>Inoperative table does not apply. Baro-VNAV NA when using Bradford, PA altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Bradford, PA altimeter setting and increase DAs/MDAs 260 feet.</p>	<p>MALS</p> 	<p>MISSED APPROACH: Climb to 4000 direct NEUGE and hold.</p>
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ASOS 119,275	CLEVELAND CENTER 124,325 353,850	UNICOM 123.0 (CTAF) 0
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ELEV 2124	Rwy 10 Idg 4900'
	Rwy 28 Idg 4900'



4000

NEUGE

↑

✦

5 NM

Holding Pattern

PAYIV

097° →

← 277°

4000

HALOS

277°

3400

RW28

3.9 NM

6.1 NM

GS 3.00°

TCH 47

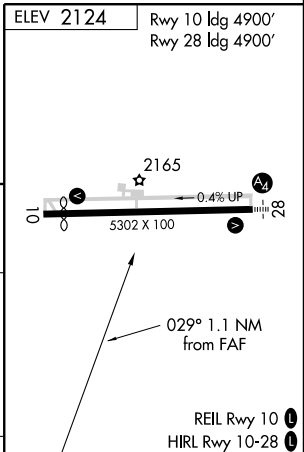
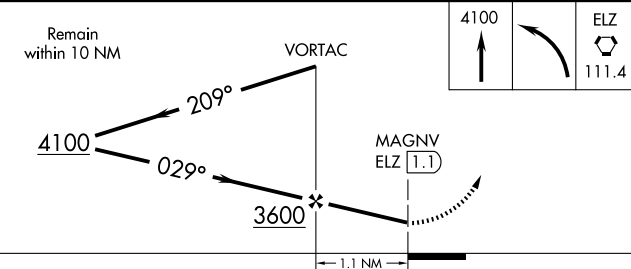
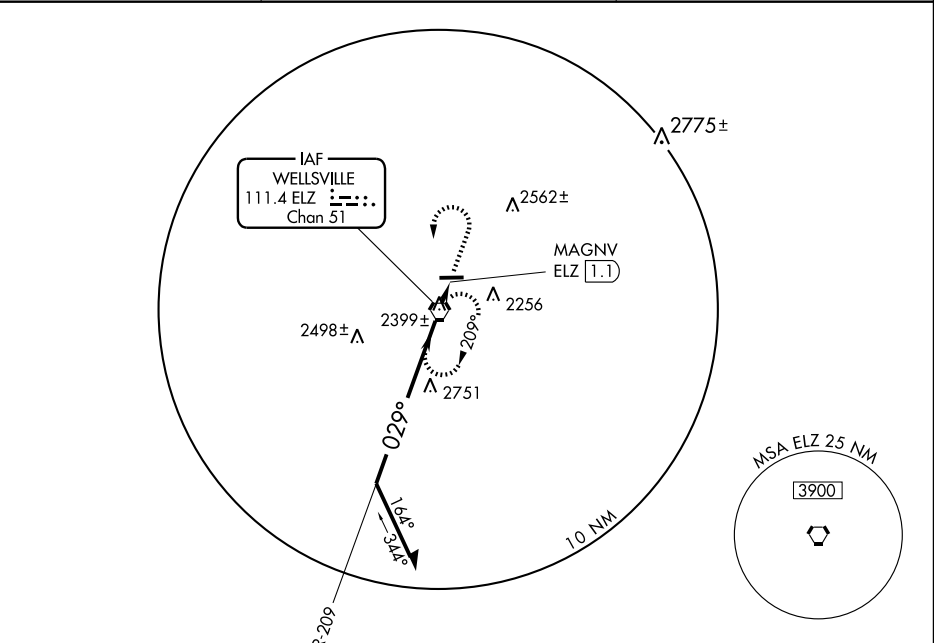
CATEGORY	A	B	C	D
LPV DA	2361-1		250 (300-1)	
LNAV/ VNAV DA	2582-1 ¾		471 (500-1 ¾)	
LNAV MDA	2560-1	449 (500-1)	2560-1 ¼ 449 (500-1 ¼)	2560-1 ½ 449 (500-1 ½)
CIRCLING	2700-1 ¾ 576 (600-1 ¾)			2700-2 576 (600-2)

VORTAC ELZ	APP CRS	Rwy Idg	N/A
111.4	029°	TDZE	N/A
Chan 51		Apt Elev	2124

WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

<div><div>▼</div><div>▲</div></div>	If local altimeter setting not received, use Bradford, PA altimeter setting.	MISSED APPROACH: Climb to 4100 then left turn direct ELZ VORTAC and hold.
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ASOS 119.275	CLEVELAND CENTER 124.325 353.850	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D	FAF to MAP 1.1 NM					
CIRCLING	3160-1¼ 1036 (1100-1¼)	3160-1½ 1036 (1100-1½)	3160-3 1036 (1100-3)	3200-3 1076 (1100-3)	Knots	60	90	120	150	180
					Min:Sec	1:06	0:44	0:33	0:26	0:22

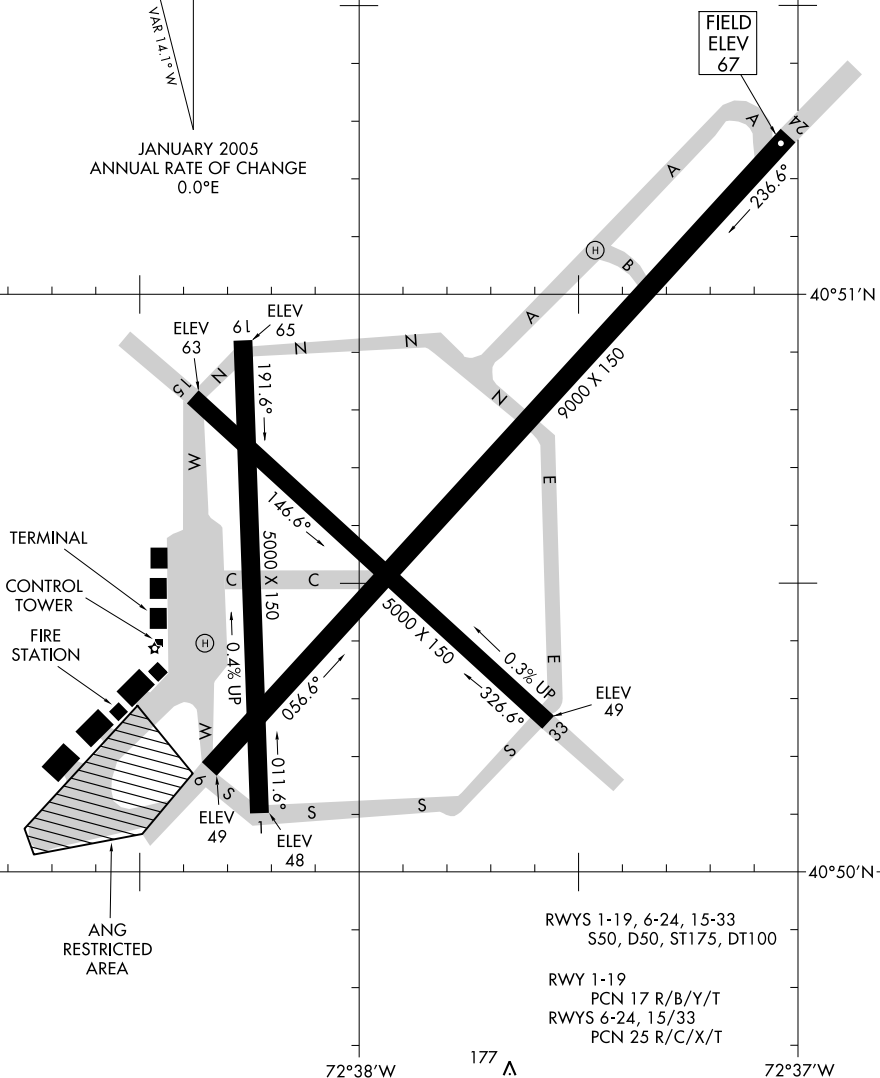
AIRPORT DIAGRAM

WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)
AL-996 (FAA) WESTHAMPTON BEACH, NEW YORK

SUFFOLK COUNTY TOWER ★
125.3 236.6
GND CON
121.8 225.4



JANUARY 2005
ANNUAL RATE OF CHANGE
0.0°E



NE-2, 22 OCT 2009 to 19 NOV 2009

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

LOC I-FOK	APP CRS	Rwy Idg	9000
<u>111.7</u>	<u>236°</u>	TDZE	66
		Apt Elev	67

COPTER ILS or LOC RWY 24

WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)

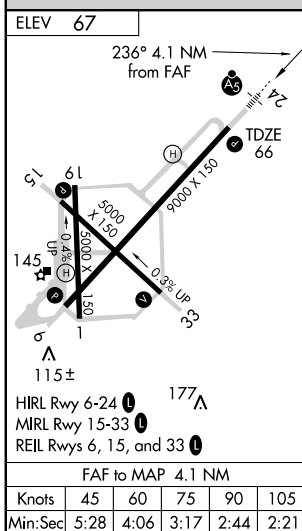
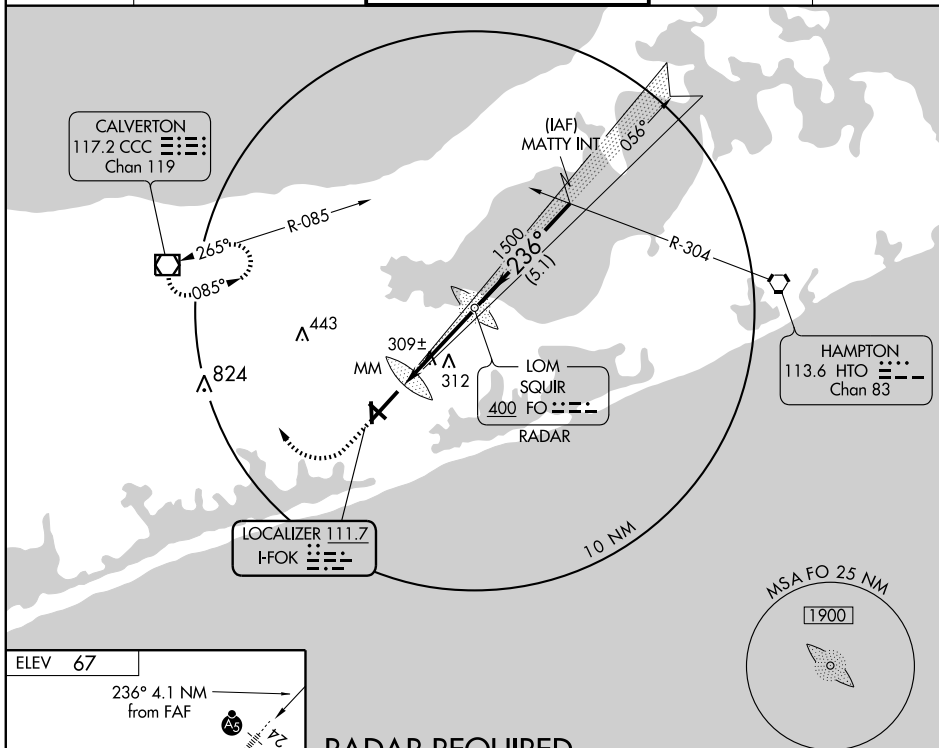
V
A NA
If local altimeter setting not received,
use Long Island MacArthur altimeter setting
and increase all DA/MDAs 60 feet.

MALSR



MISSED APPROACH: Climb to 600 then climbing right
turn to 2000 direct CCC VOR/DME and hold.

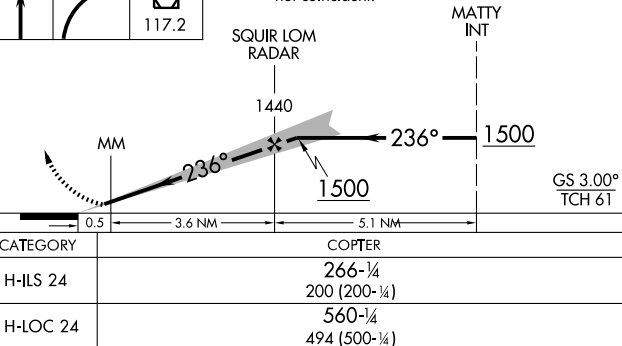
ASOS	NEW YORK APP CON	SUFFOLK COUNTY TOWER ★	GND CON	UNICOM
119.925	125.975 343.65	125.3 (CTAF) 0 236.6	121.8 225.4	122.95



RADAR REQUIRED

600	2000	CCC
		117.2

VGSI and ILS glidepath
not coincident.



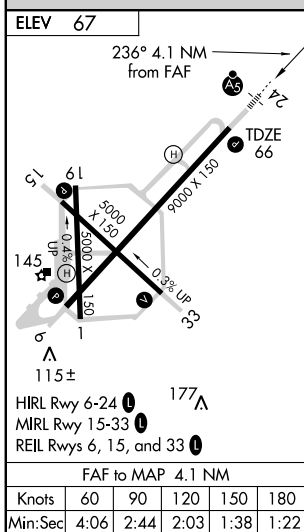
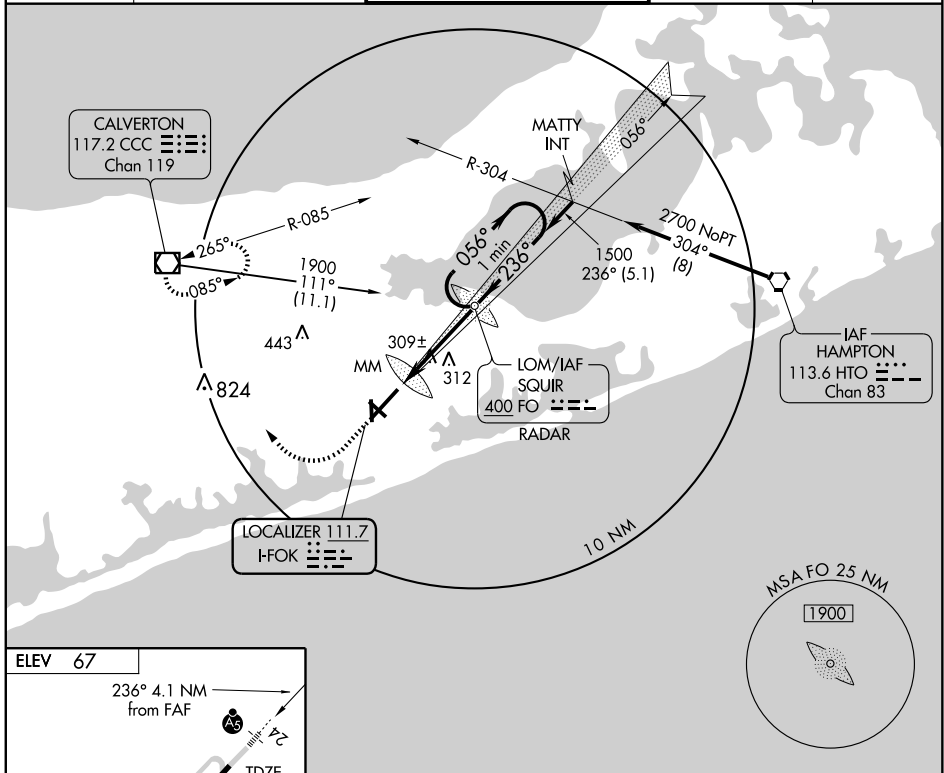
LOC I-FOK	APP CRS	Rwy Idg	9000
<u>111.7</u>	<u>236°</u>	TDZE	66
		Apt Elev	67

ILS or LOC RWY 24

WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)

<p>▼</p> <p>▲</p> <p>If local altimeter setting not received, use Long Island MacArthur altimeter setting and increase all DA/MDAs 60 feet.</p>	<p>MALS</p> <p>5</p>	<p>MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct CCC VOR/DME and hold.</p>
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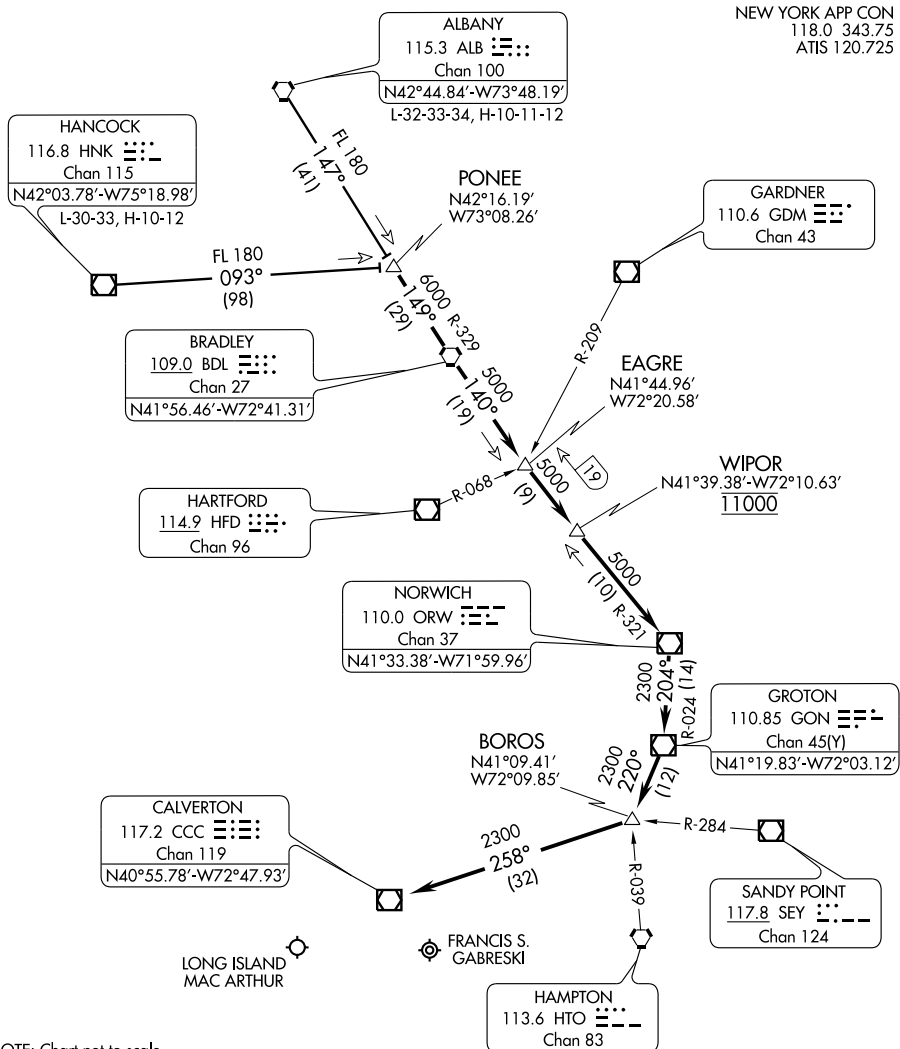
ASOS	NEW YORK APP CON	SUFFOLK COUNTY TOWER ★	GND CON	UNICOM
119.925	125.975 343.65	125.3 (CTAF) 236.6	121.8 225.4	122.95



600	2000	CCC	SQUIR LOM RADAR	One Minute Holding Pattern
		117.2		
VGSI and descent angles not coincident.				
MM	1440	056°	1700	GS 3.00°
236°	1500	236°		TCH 61
0.5	3.6 NM			
CATEGORY	A	B	C	D
S-ILS 24	266-½ 200 (200-½)			
S-LOC 24	560-½	494 (500-½)	560-¾ 494 (500-¾)	560-1 494 (500-1)
CIRCLING	600-1 533 (600-1)	620-1 553 (600-1)	620-1½ 553 (600-1½)	640-2 573 (600-2)

PONEE TWO ARRIVAL

ISLIP, NEW YORK



NOTE: Chart not to scale.

ALBANY TRANSITION (ALB.PONEE2): From over ALB VORTAC via ALB R-147 to PONEE INT. Thence. . .

HANCOCK TRANSITION (HNK.PONEE2): From over HNK VOR/DME via HNK R-093 to PONEE INT. Thence. . .

. . . . From over PONEE INT via BDL R-329 to BDL VORTAC; then via BDL R-140 to ORW VOR/DME, then via ORW R-204 to GON VOR/DME, then via GON R-220 to BOROS INT, then direct to CCC VOR/DME. Expect radar vectors to final approach course.

WAAS
CH 81822
W06A

APP CRS
0550

Rwy Idg	TDZE	Apt Elev
1	10	10
2	10	10
3	10	10
4	10	10
5	10	10
6	10	10
7	10	10
8	10	10
9	10	10
10	10	10
11	10	10
12	10	10
13	10	10
14	10	10
15	10	10
16	10	10
17	10	10
18	10	10
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21	10	10
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90	10	10
91	10	10
92	10	10
93	10	10
94	10	10
95	10	10
96	10	10
97	10	10
98	10	10
99	10	10
100	10	10

9000
57
67

RNAV (GPS) RWY 6

WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)



DME/DME RNP-0.3 NA.

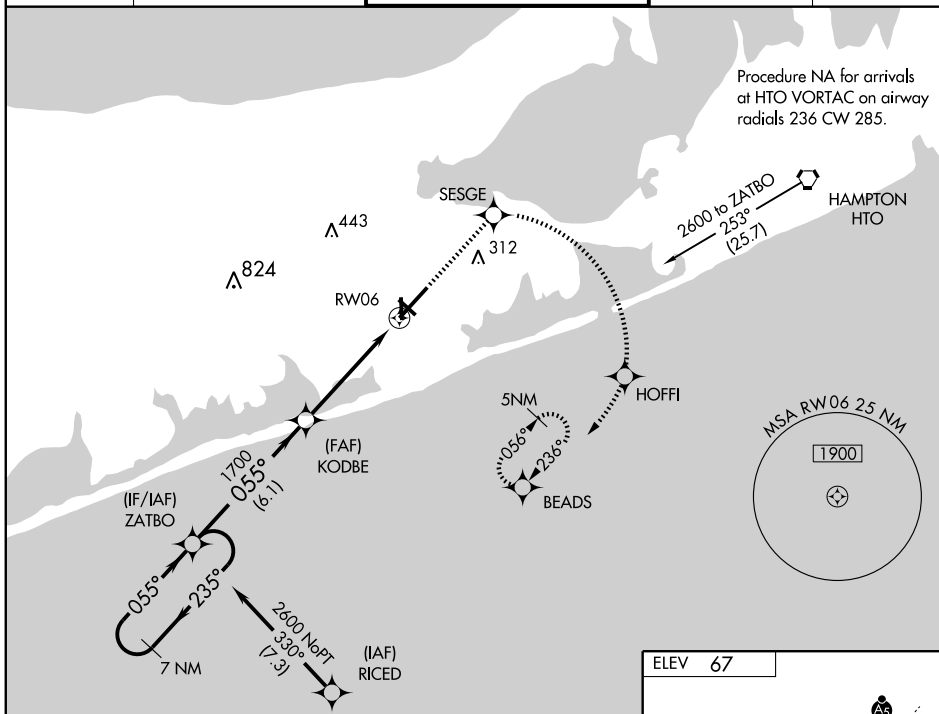
MISSED APPROACH: Climb to 2600 direct SESGE and right turn via 154° track to HOFFI and via 236° track to BEADS and hold.

ASOS
119.925

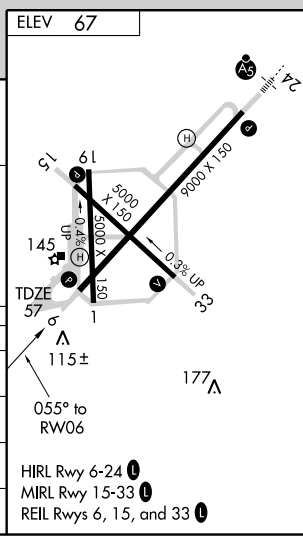
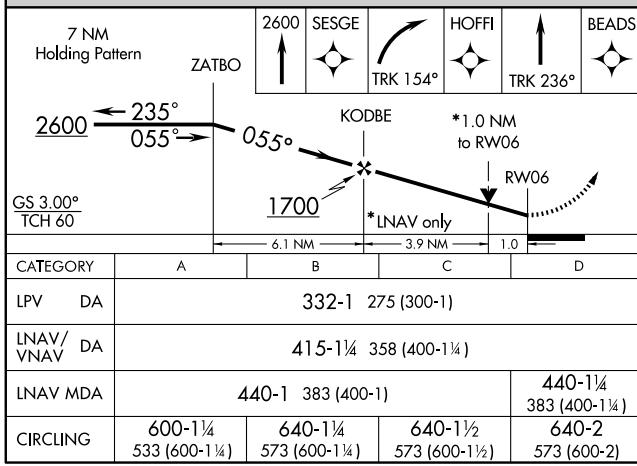
NEW YORK APP CON
125.975 343.65

SUFFOLK COUNTY TOWER ★
125.3 (CTAF) **L** 236.6

GND CON
121.8 225.4

UNICOM
122.95

NE-2. 22 OCT 2009 to 19 NOV 2009



WAAS CH 40009 W24A	APP CRS 236°	Rwy Idg 9000 TDZE 66 Apt Elev 67
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RNAV (GPS) RWY 24

WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)

V If local altimeter setting not received, use Long Island MacArthur altimeter setting and
A increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Long Island
W MacArthur altimeter setting. Baro-VNAV NA below -1.5°C (5°F). For inoperative
 MALSR increase LPV visibility to 1 mile all CATS. DME/DME RNP-0.3 NA.

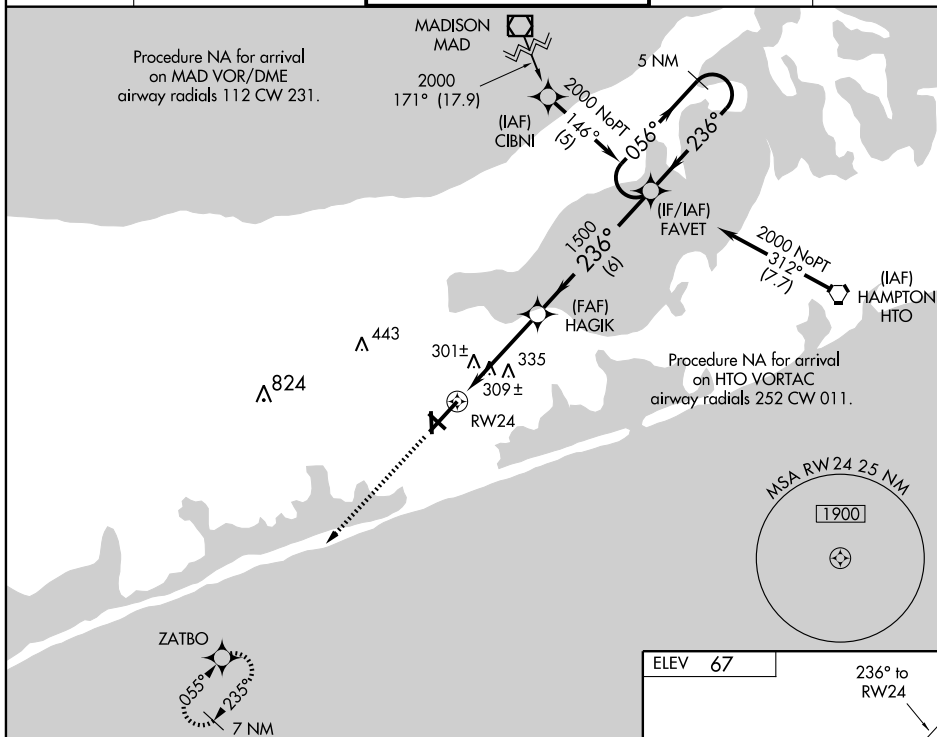
MALSR

MISSED APPROACH:
Climb to 2600 direct
ZATBO and hold.

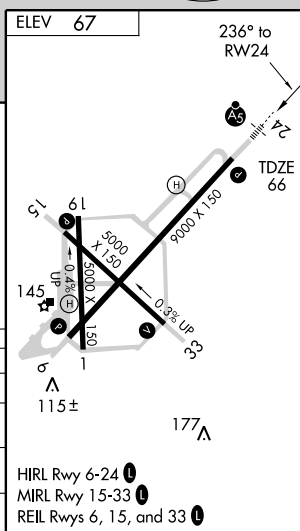
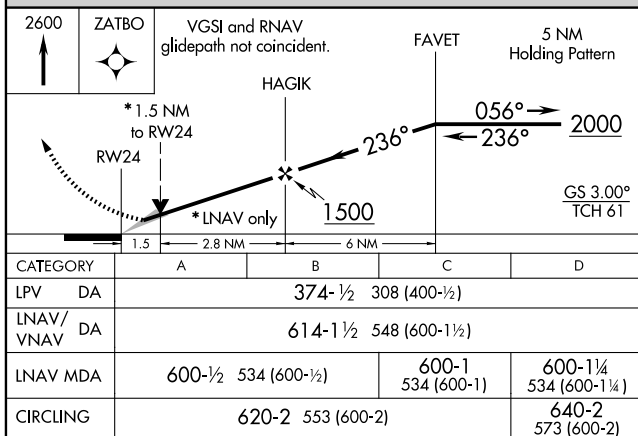
ASOS	NEW YORK APP CON
119.925	125.975 343.65

SUFFOLK COUNTY TOWER ★
125.3 (CTAF) 236.6

GND CON
121.8 225.4

UNICOM
122.95

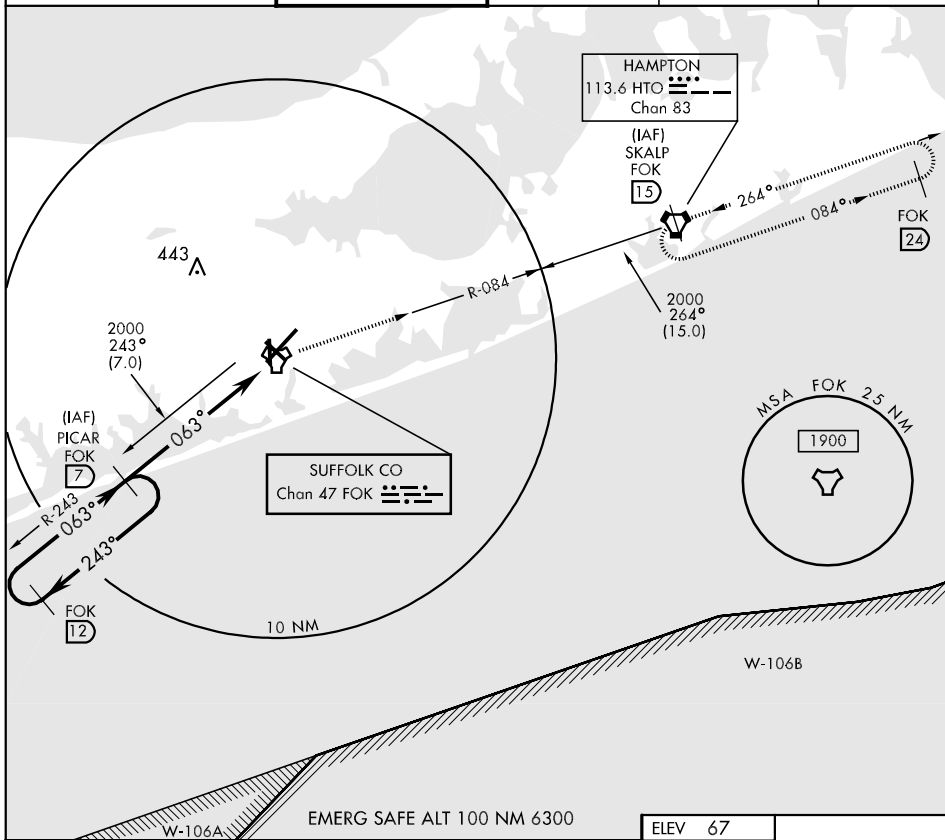
NE-2. 22 OCT 2009 to 19 NOV 2009



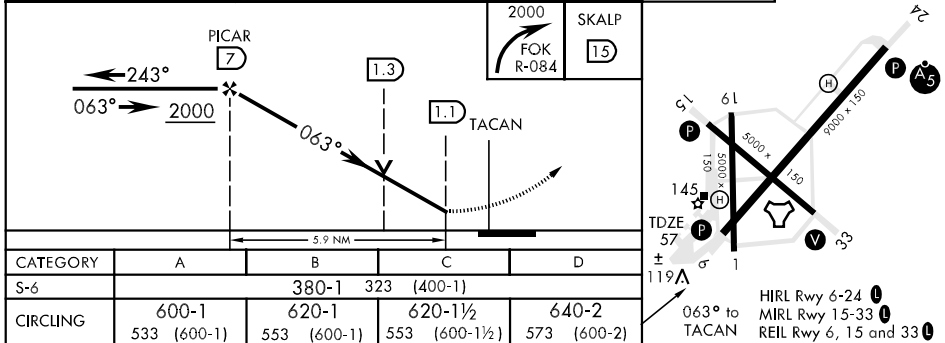
WESTHAMPTON BEACH/
FRANCIS S. GABRESKI (KFOK)

MISSED APPROACH: Climbing right turn to 2000 via FOK TACAN R-084 to FOK 15 DME (SKALP) and hold.

ASOS
119.925



NE-2, 22 OCT 2009 to 19 NOV 2009



WESTHAMPTON BEACH/
FRANCIS S. GABRESKI (KFOK)

FOK TACAN Chan 47	APCH CRS 230°	Rwy Idg TDZE Arpt Elev	9000 66 67
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AL-996 [USAF]

WESTHAMPTON BEACH/
FRANCIS S. GABRESKI (KFOK)

When control zone not effective, procedure not authorized.

MISSED APPROACH: Climb to 1800 via R-243 to 7 DME
CCW Arc to FAIRI 7 DME and hold.NEW YORK APP CON
125.975 343.65SUFFOLK CO TOWER ★
125.3 (CTAF) 0 236.6GND CON
121.8 225.4UNICOM
122.95ASOS
119.925CALVERTON
117.2 CCC
Chan 119FOK
11FOK
6(IAF)
FAIRI
FOK
71800
103°
(11.8)

A 443

1800
287°
(10.2)SUFFOLK CO
Chan 47 FOKHAMPTON
113.6 HTO
Chan 83PICAR
FOK
7

FOK 7 Arc

10 NM

W-106B

EMERG SAFE ALT 100 NM 6300

1800
↑
FOK
R-243CCW
7 ArcFAIRI
7

FAIRI R-050

6

FOK 7

050°

1800

TACAN

1.2

230°

4.8 NM

CATEGORY

A

B

C

D

S-24

600-1/2

534

(600-1/2)

600-1

534

(600-1)

600-1 1/4

534 (600-1 1/4)

CIRCLING

600-1

533

(600-1)

620-1

553

(600-1)

620-1 1/2

553

(600-1 1/2)

640-2

573 (600-2)

ELEV 67

230° to
TACANTDZE
66

SL

61

5000 × 150

5000 × 150

150

145

130

33

P

P

P

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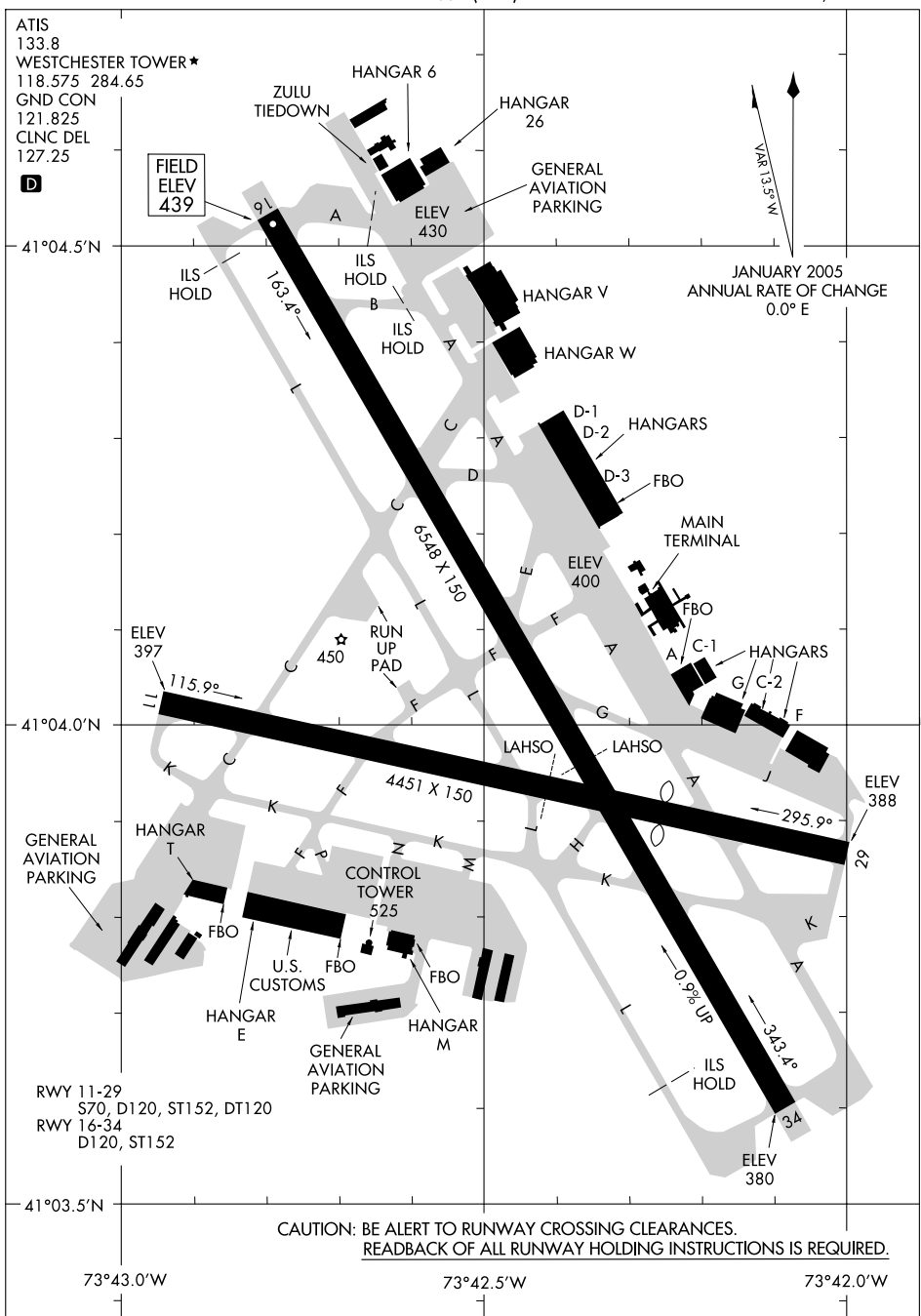
P

HIRL Rwy 6-24
MIRL Rwy 15-33
REIL Rwy 6, 15 and 33

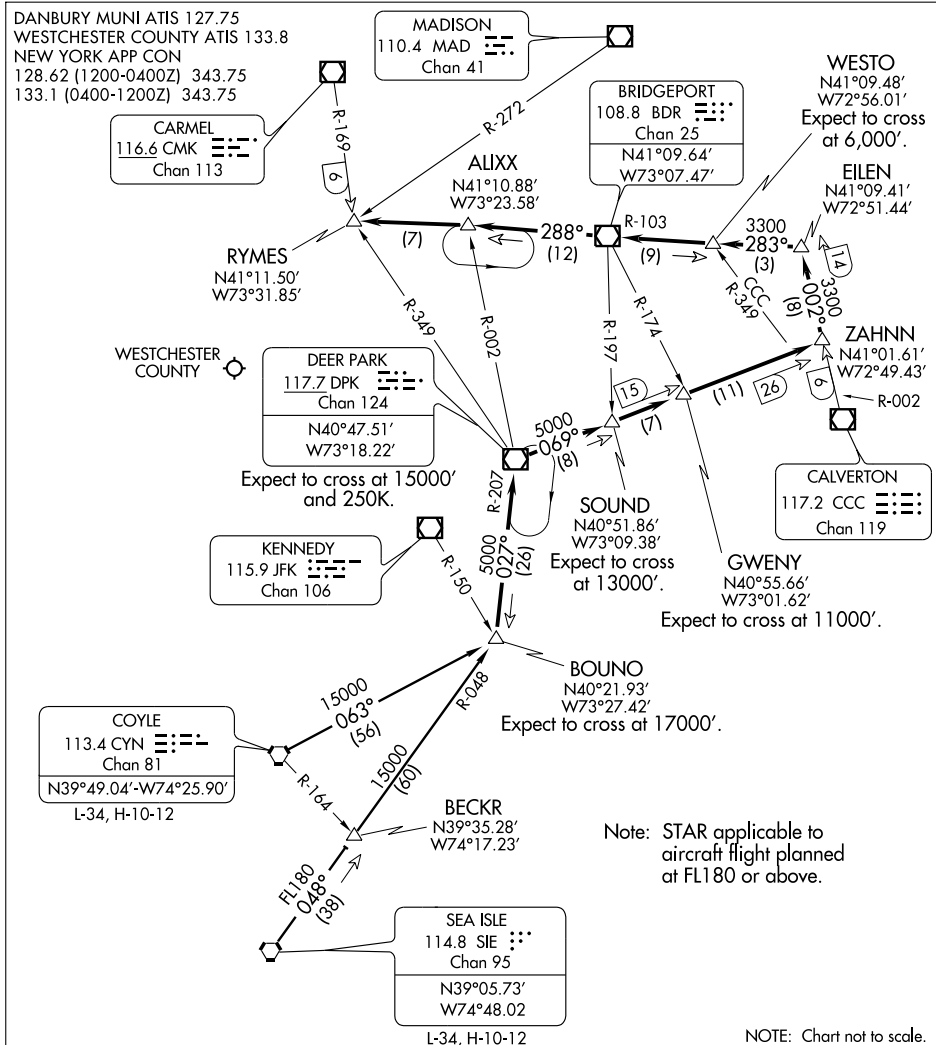
AIRPORT DIAGRAM

AL-651 (FAA)

WHITE PLAINS/WESTCHES-TER COUNTY (HPN)
WHITE PLAINS, NEW YORK



BOUNO FOUR ARRIVAL



ARRIVAL ROUTE DESCRIPTION

COYLE TRANSITION (CYN.BOUNO4): From over CYN VORTAC via CYN R-063 to BOUNO INT. Thence . . .

SEA ISLE TRANSITION (SIE.BOUNO4): From over SIE VORTAC via SIE R-048 to BOUNO INT. Thence . . .

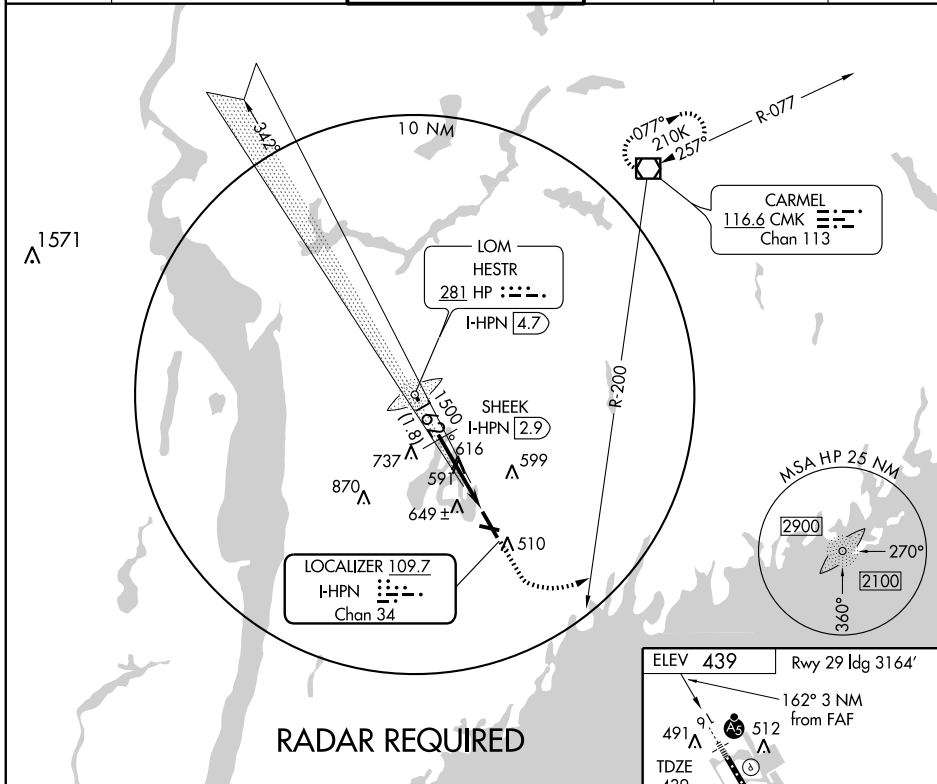
. . . From over BOUNO INT via DPK R-207 to DPK VOR/DME, then via DPK R-069 to ZAHNN INT, then via CCC R-002 to EILEN INT, then via BDR R-103 to BDR VOR/DME, then via BDR R-288 to RYMES INT. Expect radar vectors to final approach course.

LOC/DME I-HPN 109.7 Chan 34	APP CRS 162°	Rwy Idg 6548 TDZE 439 Apt Elev 439
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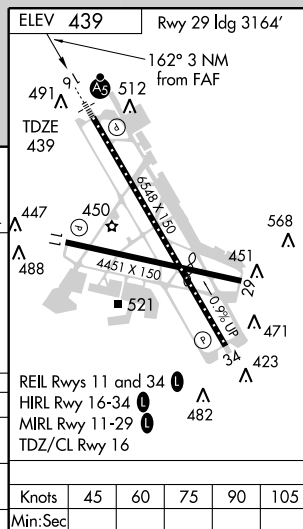
COPTER ILS or LOC/DME RWY 16

WHITE PLAINS/WESTCHESTER COUNTY (HPN)

		MALSR 	MISSED APPROACH: Climb to 1000, then climbing left turn to 2300 via heading 090° and CMK R-200 to CMK VOR/DME and hold.		
ATIS 133.8	NEW YORK APP CON 126.4 120.8 257.65	WESTCHESTER TOWER ★ 118.575 (CTAF) 0 284.65	GND CON 121.825	CLNC DEL 127.25	UNICOM 122.95



	LOM I-HPN 4.7	SHEEK I-HPN 2.9	1000	2300	CMK 116.6
	2054	1459		HDG 090° CMK R-200	
	2000	1500		I-HPN 0	
	GS 3.00° TCH 55				
	1.8 NM	2.9 NM	0.1		
CATEGORY	A	B	C	D	
S-ILS 162°	639/12 200 (200-¼)		NA		
S-LOC 162°	940/12 501 (600-¼)		NA		
CIRCLING			NA		

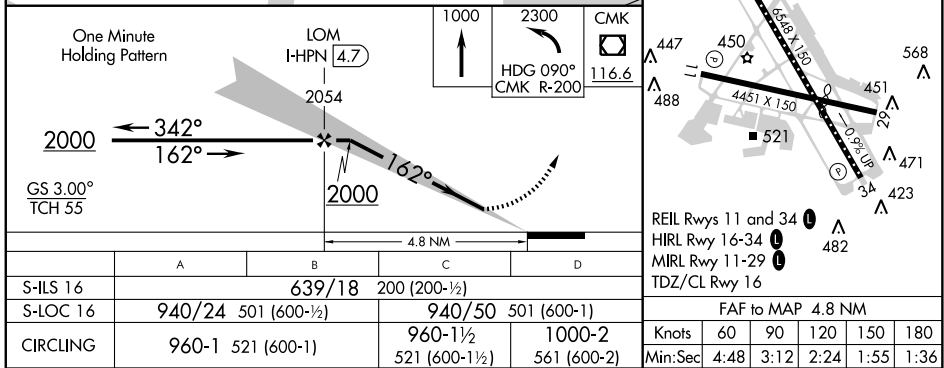
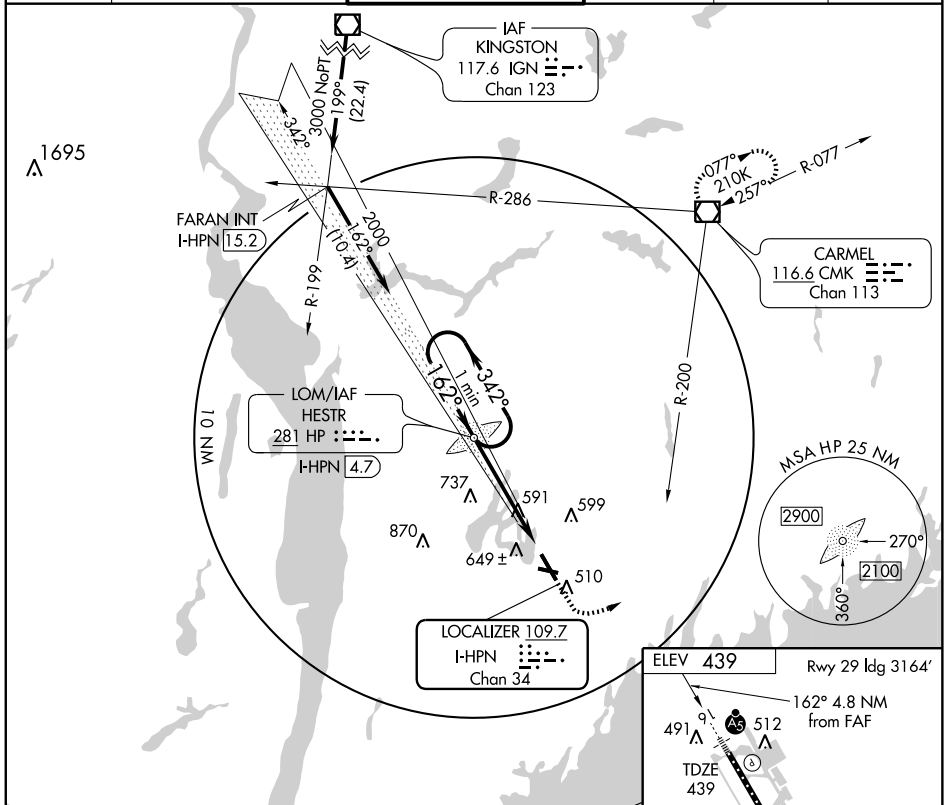


LOC/DME I-HPN 109.7 Chan 34	APP CRS 162°	Rwy Idg 6548 TDZE 439 Apt Elev 439
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ILS or LOC RWY 16

WHITE PLAINS/WESTCHESTER COUNTY (HPN)

<div><div>▼</div><div>▲</div></div> <div>For inoperative MALS, increase S-LOC 16 Cats A, B visibility to RVR 5000.</div>		<div>MALS</div> <div><div>AS</div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div></div>	<div>MISSED APPROACH: Climb to 1000, then climbing left turn to 2300 via heading 090° and CMK R-200 to CMK VOR/DME and hold.</div>			
<div>ATIS</div> <div>133.8</div>	<div>NEW YORK APP CON</div> <div>126.4 120.8 257.65</div>	<div>WESTCHESTER TOWER ★</div> <div>118.575 (CTAF) 0 284.65</div>	<div>GND CON</div> <div>121.825</div>	<div>CLNC DEL</div> <div>127.25</div>	<div>UNICOM</div> <div>122.95</div>	

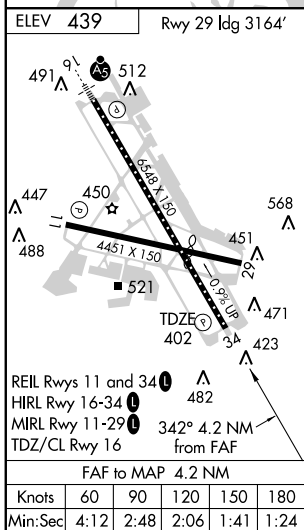
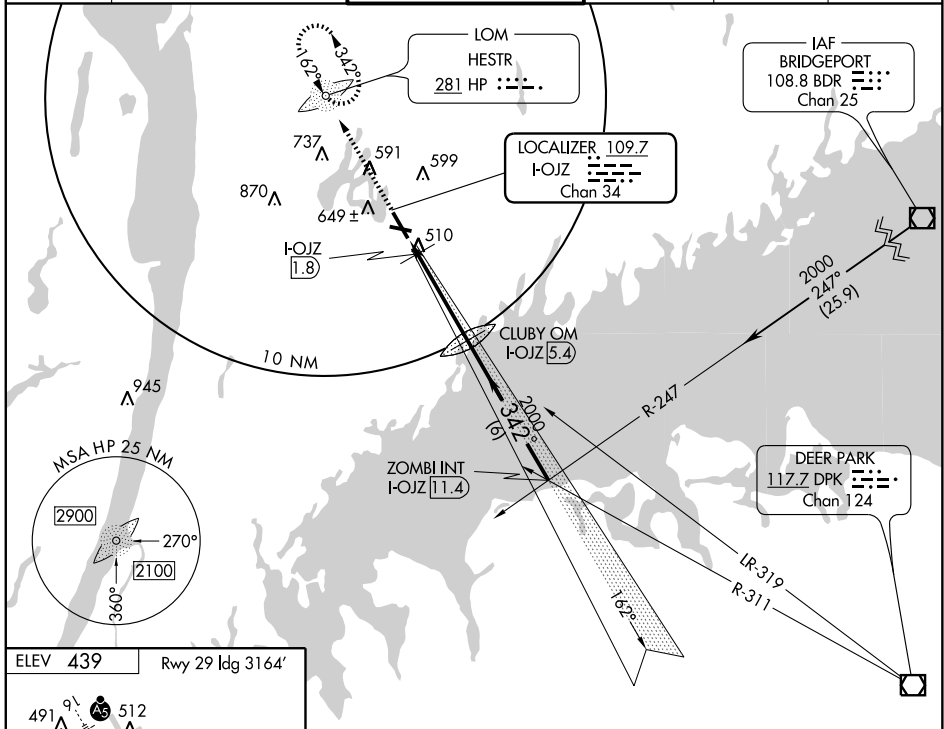


LOC/DME I-OJZ 109.7 Chan 34	APP CRS 342°	Rwy Idg 6548 TDZE 402 Apt Elev 439
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ILS or LOC RWY 34

WHITE PLAINS/WESTCHESTER COUNTY (HPN)

<div> <div>ADF Required.</div> <div>MISSED APPROACH: Climb to 2000 direct HP LOM and hold.</div> </div>		<div> <div>ATIS 133.8</div> <div>NEW YORK APP CON 126.4 120.8 257.65</div> </div>		<div> <div>WESTCHESTER TOWER ★ 118.575 (CTAF) 0 284.65</div> </div>	<div> <div>GND CON 121.825</div> </div>	<div> <div>CLNC DEL 127.25</div> </div>	<div> <div>UNICOM 122.95</div> </div>
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<div> <div>ELEV 439</div> <div>Rwy 29 Idg 3164'</div> </div>		<div> <div>2000</div> <div>HP</div> <div>281</div> </div>		<div> <div>CLUBY OM I-OJZ 5.4</div> <div>1804</div> </div>		<div> <div>ZOMBIE INT I-OJZ 11.4</div> </div>		<div> <div>Procedure</div> <div>Turn</div> <div>NA</div> </div>	
<div> <div>0.6</div> <div>3.6 NM</div> <div>6 NM</div> </div>		<div> <div>342°</div> <div>2000</div> </div>		<div> <div>342°</div> <div>2000</div> </div>		<div> <div>GS 3.00°</div> <div>TCH 55</div> </div>			
<div> <div>CATEGORY</div> <div>S-ILS 34</div> </div>		<div> <div>A</div> </div>		<div> <div>B</div> </div>		<div> <div>C</div> </div>		<div> <div>D</div> </div>	
<div> <div>S-LOC 34</div> </div>		<div> <div>760/50 358 (400-1)</div> </div>		<div> <div>760/60 358 (400-1½)</div> </div>					
<div> <div>CIRCLING</div> </div>		<div> <div>960-1 521 (600-1)</div> </div>		<div> <div>960-1½ 521 (600-1½)</div> </div>		<div> <div>1000-2 561 (600-2)</div> </div>			

LOM HP 281	APP CRS 162°	Rwy Idg TDZE Apt Elev 6548 439 439
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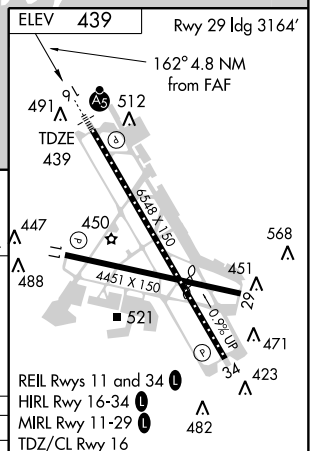
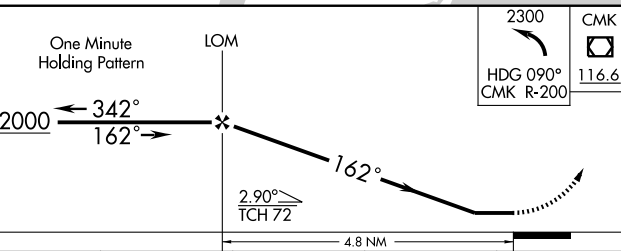
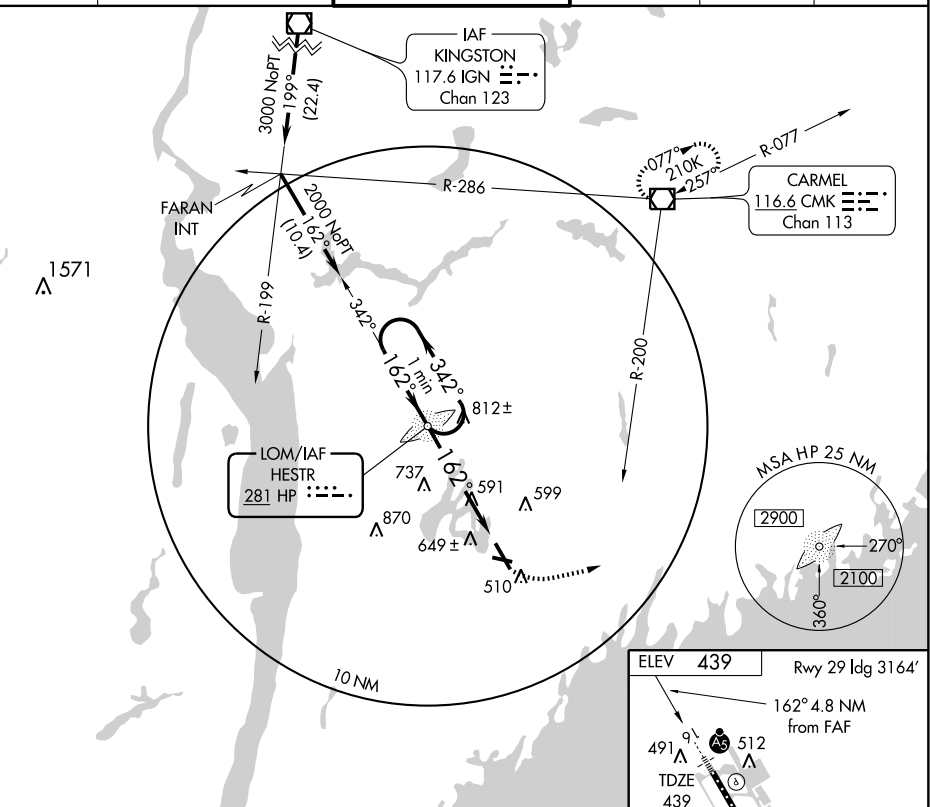
NDB RWY 16

WHITE PLAINS/ WESTCHESTER COUNTY (HPN)



MISSED APPROACH: Climbing left turn to 2300 via heading 090° and CMK R-200 to CMK VOR/DME and hold.

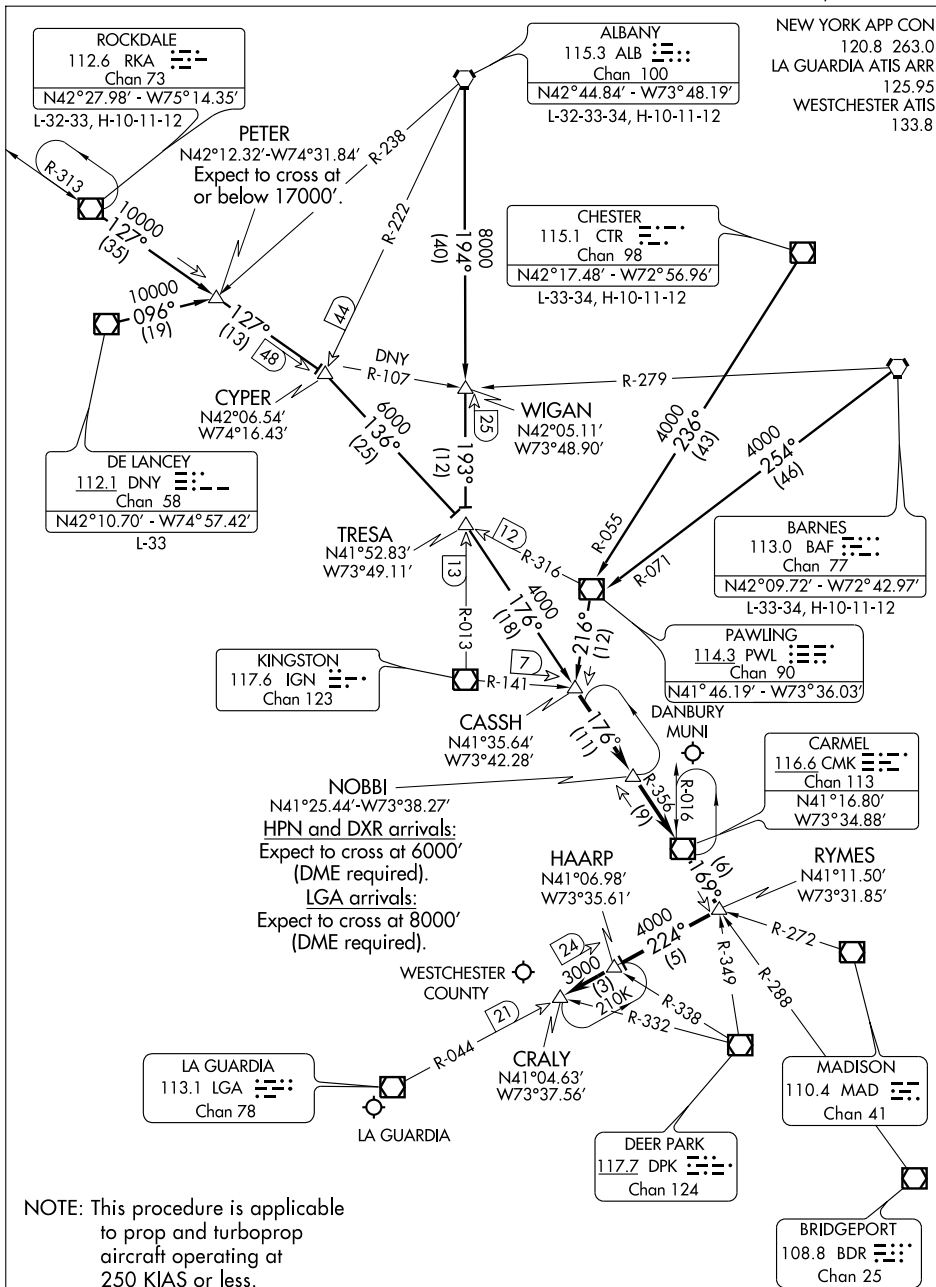
ATIS 133.8	NEW YORK APP CON 126.4 120.8 257.65	WESTCHESTER TOWER ★ 118.575 (CTAF) 0 284.65	GND CON 121.825	CLNC DEL 127.25	UNICOM 122.95
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CATEGORY	A	B	C	D	MIRL Rwy 11-29 482 TDZ/CL Rwy 16					
S-16	1120/40	681 (700-¾)	1120 - 1½ 681 (700-1½)	1120 - 2 681 (700-2)	FAF to MAP 4.8 NM					
CIRCLING	1120 - 1	681 (700-1)	1120 - 2 681 (700-2)	1120 - 2¼ 681 (700-2¼)	Knots	60	90	120	150	180
					Min:Sec	4:48	3:12	2:24	1:55	1:36

NOBBI FIVE ARRIVAL

NEW YORK, NEW YORK



(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.NOBBI5): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

BARNES TRANSITION (BAF.NOBBI5): From over BAF VORTAC via BAF R-254 and PWL R-071 to PWL VOR/DME, then via PWL R-216 to CASSH INT.

Thence. . . .

CHESTER TRANSITION (CTR.NOBBI5): From over CTR VOR/DME via CTR R-236 and PWL R-055 to PWL VOR/DME, then via PWL R-216 to CASSH INT.

Thence. . . .

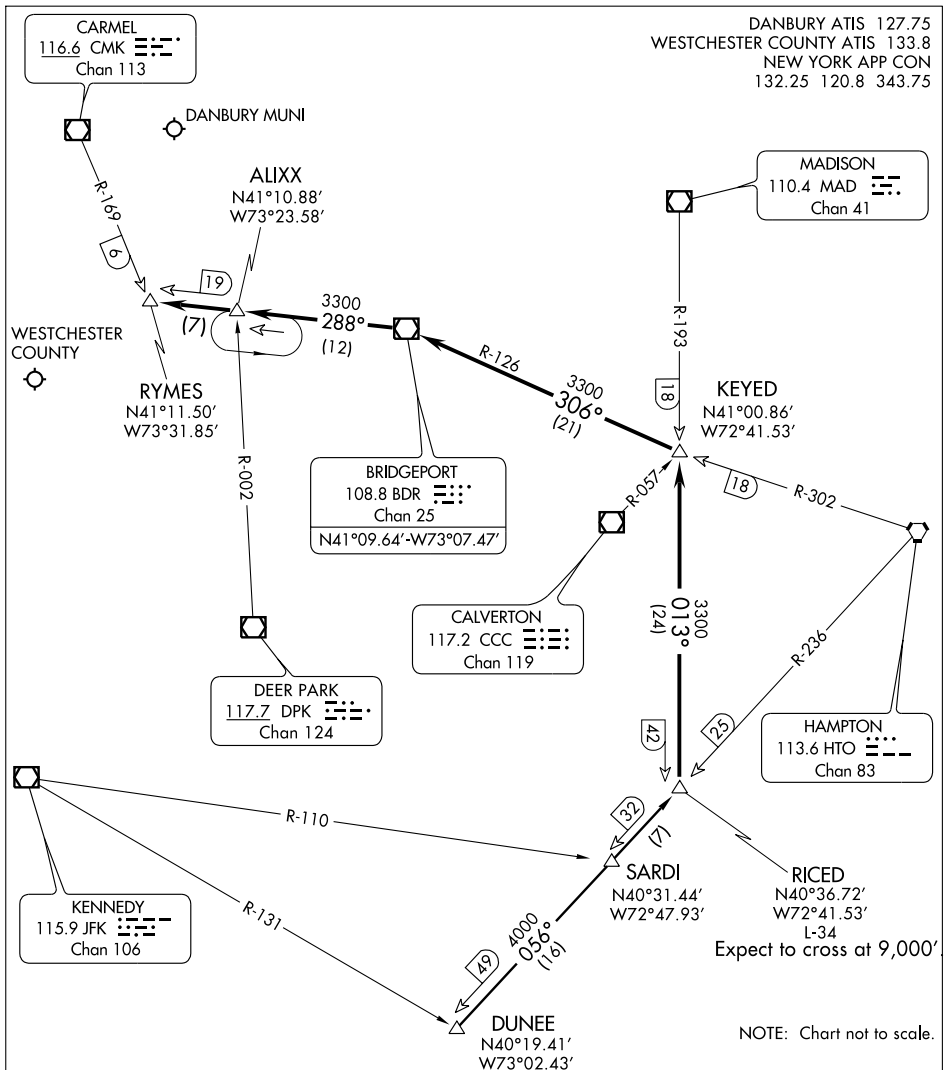
DE LANCEY TRANSITION (DNY.NOBBI5): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPHER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

ROCKDALE TRANSITION (RKA.NOBBI5): From over RKA VOR/DME via RKA R-127 to CYPHER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

. . . .From over CASSH INT via CMK R-356 to CMK VOR/DME, then via CMK R-169 to RYMES INT, then via LGA VOR/DME R-044 to HAARP INT to CRALY INT. Expect radar vectors to final approach course.

RICED FOUR ARRIVAL (RICED.RICED4)

WHITE PLAINS, NEW YORK



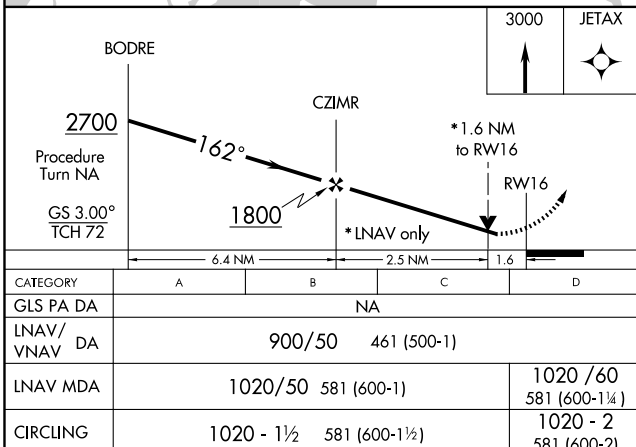
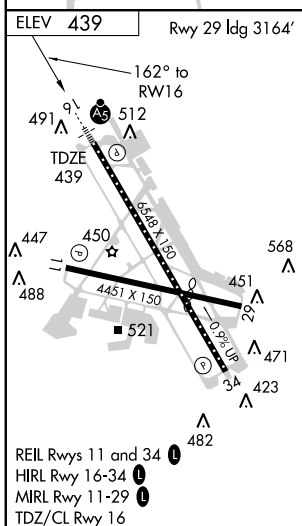
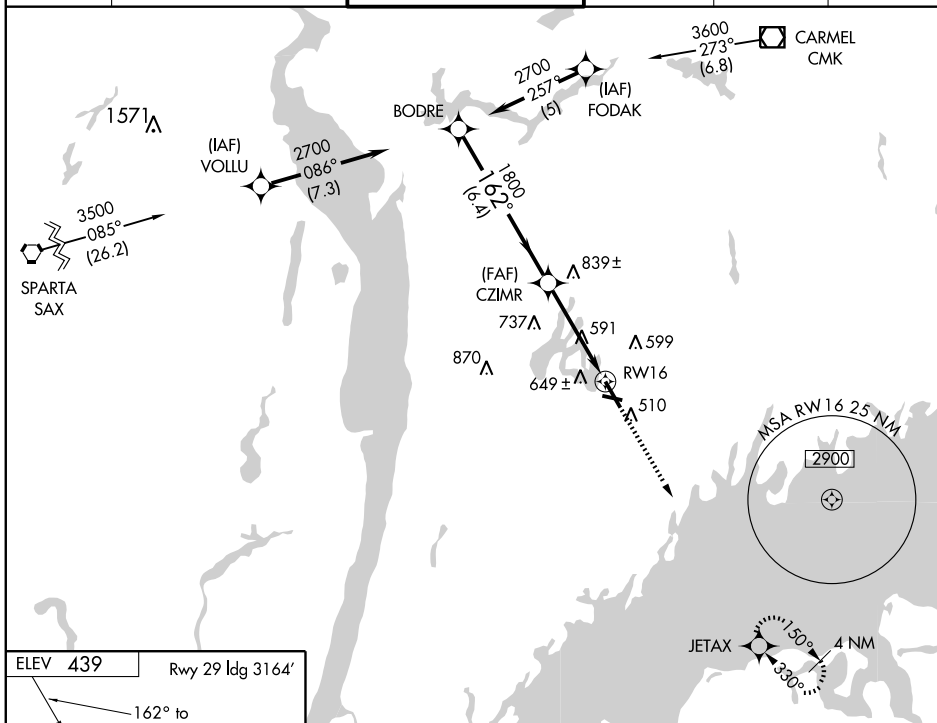
NE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS
162°Rwy Idg **6548**
TDZE **439**
Apt Elev **439**

RNAV (GPS) RWY 16

WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F).
Inoperative table does not apply to LNAV Cat A/B.

MALSR
ASMISSED APPROACH: Climb to 3000
direct JETAX WP and hold.ATIS
133.8NEW YORK APP CON
126.4 120.8 257.65WESTCHESTER TOWER ★
118.575 (CTAF) 0 284.65GND CON
121.825CLNC DEL
127.25UNICOM
122.95

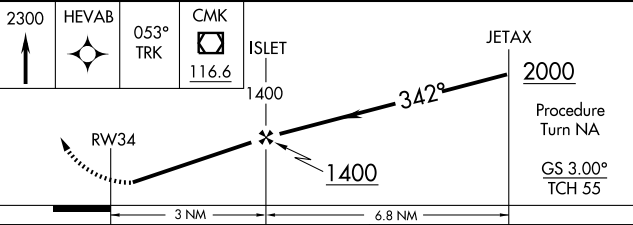
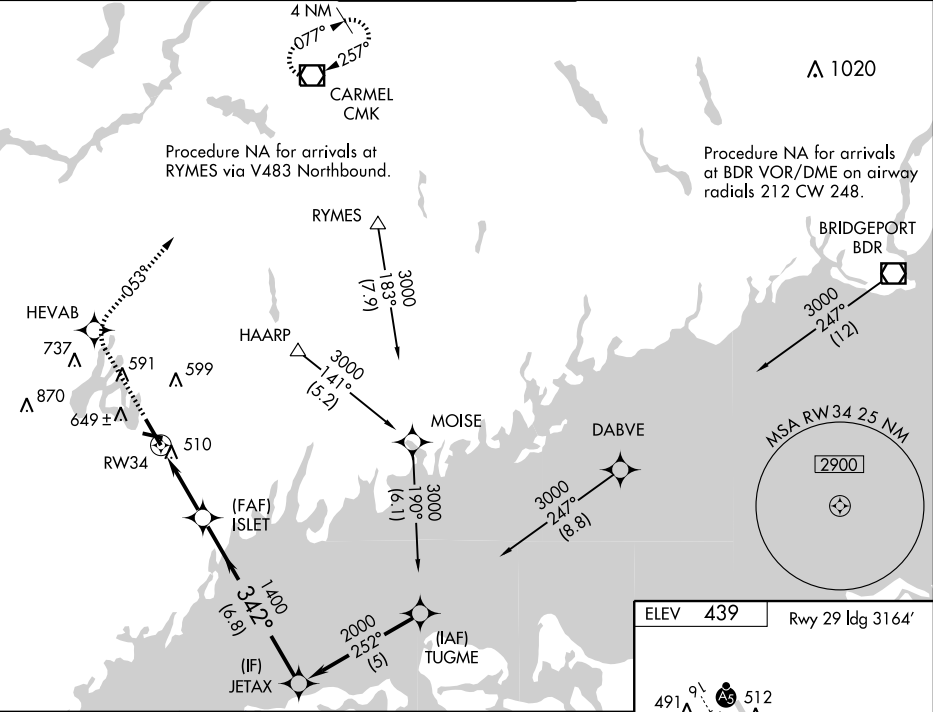
WAAS CH 99410 W34A	APP CRS 342°	Rwy Idg TDZE Apt Elev	6548 402 439
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⚠ Circling to Rwy 34, Rwy 29, and Rwy 11 NA at night. Baro-VNAV NA when using La Guardia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

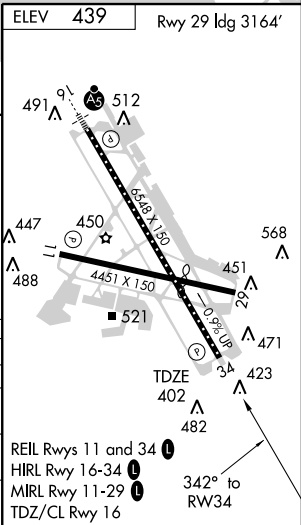
When local altimeter setting not received, use La Guardia altimeter setting and increase LPV DA to 833 ft; LNAV/VNAV DA to 884 ft, and all MDA 120 ft; increase LPV and LNAV/VNAV visibility ¼ mile all Cats; LNAV Cat C ¼ mile, Cat D ½ mile; Circling Cat C and D ½ mile.

MISSED APPROACH: Climb to 2300 direct HEVAB and via 053° track to CMK VOR/DME and hold.

ATIS 133.8	NEW YORK APP CON 126.4 120.8 257.65	WESTCHESTER TOWER ★ 118.575 (CTAF) 0 284.65	GND CON 121.825	CLNC DEL 127.25	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	730/60 328 (300-1¼)			
LNAV/VNAV DA	781-1½ 379 (400-1½)			
LNAV MDA	820/50 418 (400-1)		820/60 418 (400-1¼)	
CIRCLING	960-1 521 (600-1)		960-1½ 521 (600-1½)	
			1000-2 561 (600-2)	

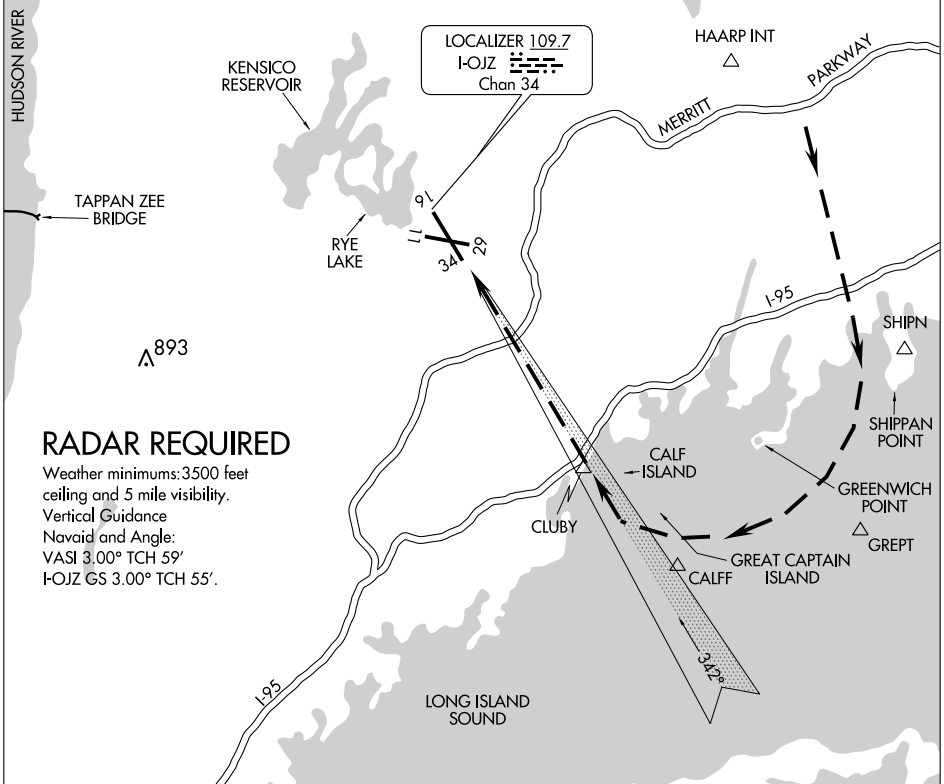


NE-2: 22 OCT 2009 to 19 NOV 2009

SOUND VISUAL RWY 34

WHITE PLAINS/ WESTCHESTER COUNTY (HPN)
WHITE PLAINS, NEW YORK

ATIS 133.8
NEW YORK APP CON
126.4 120.8 257.65
WESTCHESTER TOWER ★
118.575 (CTAF) 284.65
GND CON
121.825
CLNC DEL
127.25
UNICOM 122.95



RADAR REQUIRED

Weather minimums: 3500 feet ceiling and 5 mile visibility.
Vertical Guidance
Navaid and Angle:
VASI 3.00° TCH 59'
I-OJZ GS 3.00° TCH 55'.

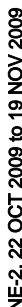
1 NM 3 4 5 6 7 8 9 10 11 12 13 14 15 16

SOUND VISUAL RWY 34

When cleared for a Sound Approach to RWY 34, maintain 3000 feet until south of the shoreline on base leg (2000 feet when authorized by ATC).

Fly depicted track to remain offshore of Greenwich Point.

WHITE PLAINS, NEW YORK



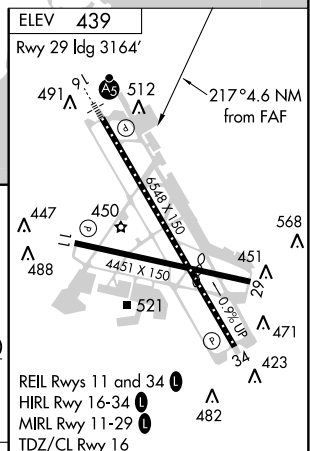
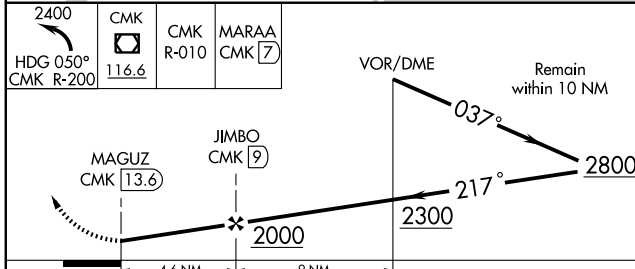
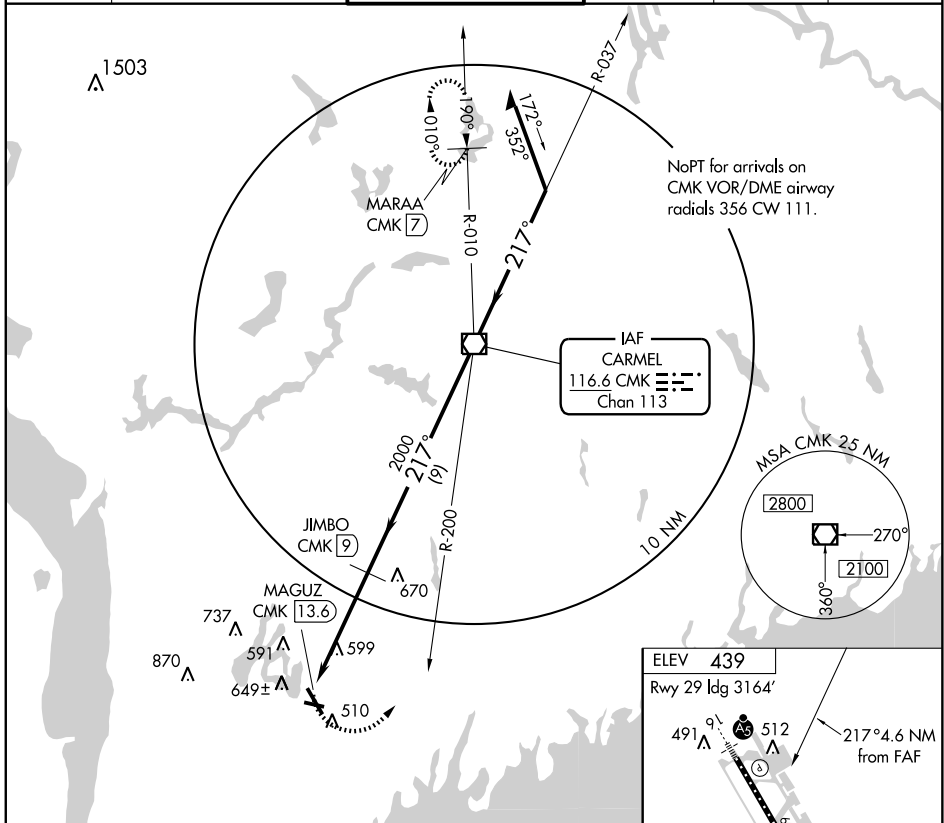
... From over VALRE INT via DPK VOR/DME R-338 to HAARP INT. Expect radar vectors to final approach course.

VOR/DME CMK 116.6 Chan 113	APP CRS 217°	Rwy Idg TDZE Apt Elev 439	N/A N/A 439
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VOR/DME-A

WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

<div>▼</div> <div>▲</div>		MISSED APPROACH: Climbing left turn to 2400 via heading 050° and CMK R-200 to CMK VOR/DME, then via CMK R-010 to MARAA CMK 7 DME and hold.			
ATIS 133.8	NEW YORK APP CON 126.4 120.8 257.65	WESTCHESTER TOWER ★ 118.575 (CTAF) 0 284.65	GND CON 121.825	CLNC DEL 127.25	UNICOM 122.95



CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	960 - 1	521 (600-1)	960 - 1 1/2 521 (600- 1 1/2)	1000 - 2 561 (600-2)	Min:Sec					



WESTCHESTER TWO DEPARTURE

WHITE PLAINS, NEW YORK



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climb heading 114° to 3000 feet. Thence....

TAKE-OFF RUNWAY 29: Climb heading 294° to 3000 feet. Thence....

*TAKE-OFF RUNWAY 16: Climb heading 162° to 800 feet then turn right heading 320°, maintain 3000 feet. Thence....

TAKE-OFF RUNWAY 34: Climb heading 342° to 1000 feet then turn left heading 295°, maintain 3000 feet. Thence....

.... via vectors to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

*NOTE: Do not exceed 190 KIAS until established on heading 320°. Advise clearance delivery if unable to comply.

NOTE: BAYYS departures expect vectors to BDR VOR/DME or BDR R-054.

NOTE: BIGGY departures expect vectors to SBJ/SBJ R-237.

NOTE: COATE departures expect vectors to SAX VORTAC or SAX R-311.

NOTE: DIXIE departures expect vectors to COL/COL R-192.

NOTE: ELIOT departures expect vectors to SAX R-252.

NOTE: GAYEL departures expect vectors to DPK R-320.

NOTE: GREKI departures expect vectors to CMK R-057.

NOTE: HAAYS departures expect vectors to HUO R-145.

NOTE: LANNA departures expect vectors to PTW R-059.

NOTE: MERIT departures expect vectors to LGA R-055.

NOTE: NEION departures expect vectors to LGA R-322.

NOTE: PARKE departures expect vectors to BWZ/BWZ R-250.

NOTE: SHIPP departures expect vectors to JFK/JFK R-139.

NOTE: WAVEY departures expect vectors to JFK/JFK R-156.

NOTE: WHITE departures expect vectors to COL VOR/DME or COL R-204.

TAKEOFF OBSTACLES:

Rwy 11: Trees beginning 170' from DER, left and right of centerline, up to 96' AGL/526' MSL. Terrain 140' from DER, 248' left of centerline, 0 AGL/392' MSL'.

Rwy 16: Windsock and trees beginning 309' from DER, 187' left of centerline, up to 101' AGL/510' MSL. Trees beginning 1005' from DER, 90' right of centerline, up to 127' AGL/436' MSL. Poles 3433' from DER, 604' left of centerline, up to 105' AGL/510' MSL. Terrain 273' from DER, 515' left of centerline, 0' AGL/387' MSL.

Rwy 34: Windsock 167' from DER, 282' right of centerline, 26' AGL/456' MSL. Trees 612' from DER, 560' left of centerline, up to 81' AGL/491' MSL. Trees beginning 2011' from DER, 751' right of centerline, up to 104' AGL/504' MSL. OL on DME 605' from DER, 263' right of centerline, 20' AGL/454' MSL.

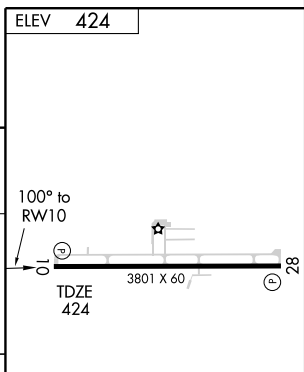
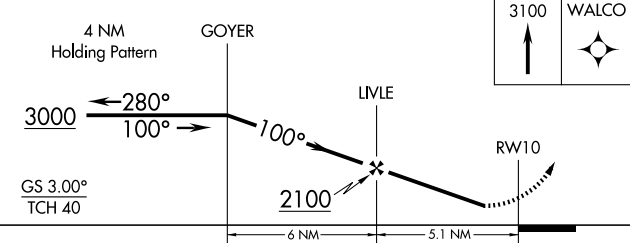
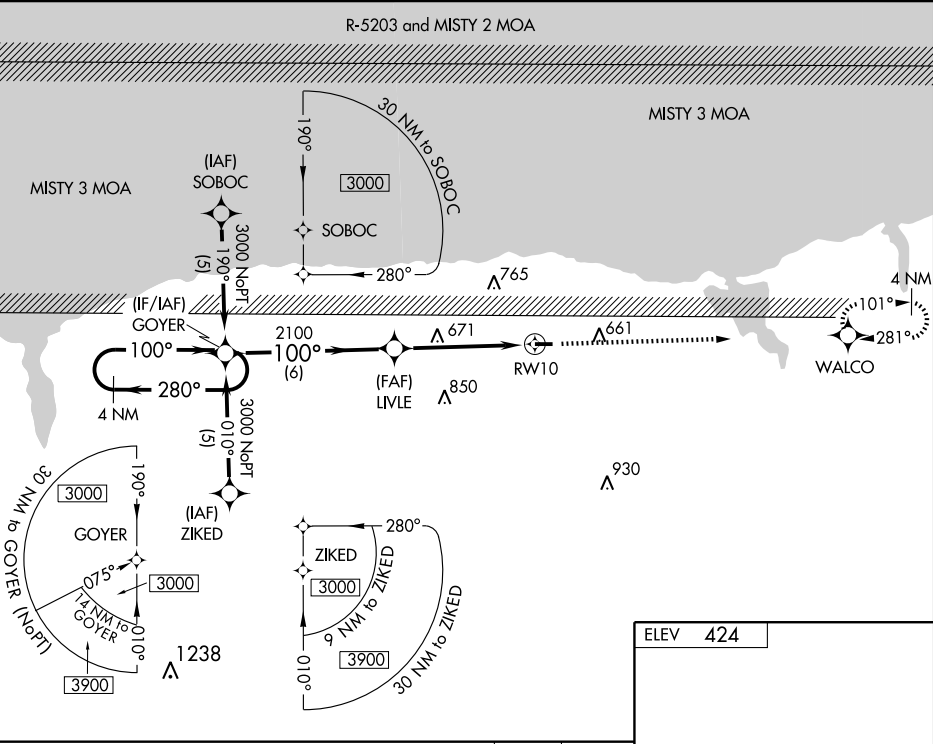
Rwy 29: Trees beginning 6' from DER, 14' right of centerline, up to 103' AGL/593' MSL. Pole and trees beginning 425' from DER, 228' left of centerline, up to 108' AGL/488' MSL. Tank 1.19 NM DER, 751' right of centerline, 86' AGL/599' MSL. Pole 212' from DER, 485' right of centerline, 23' AGL/417' MSL.

WAAS CH 90507 W10A	APP CRS 100°	Rwy Idg TDZE Apt Elev	3801 424 424
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NA DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rochester altimeter setting and increase all DA 77 feet and all MDA 80 feet, LPV all Cats visibility ¼ mile, and circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3100 direct WALCO and hold.
UNICOM 122.8 (CTAF) 0

AWOS-3 124.2	ROCHESTER APP CON 119.55 269.6	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	760 - 1¼	336 (400-1¼)		NA
LNAV MDA	940 - 1	516 (600-1)	940 - 1½ 516 (600-1½)	NA
CIRCLING	940 - 1 516 (600-1)	960 - 1 536 (600-1)	1020 - 1½ 596 (600-1½)	NA

MIRL Rwy 10-28 0

NE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS 280°	Rwy Idg TDZE Apt Elev	3801 422 424
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RNAV (GPS) RWY 28

WILLIAMSON-SODUS (SDC)



NA

Procedure NA at night. DME/DME RNP-0.3 NA.

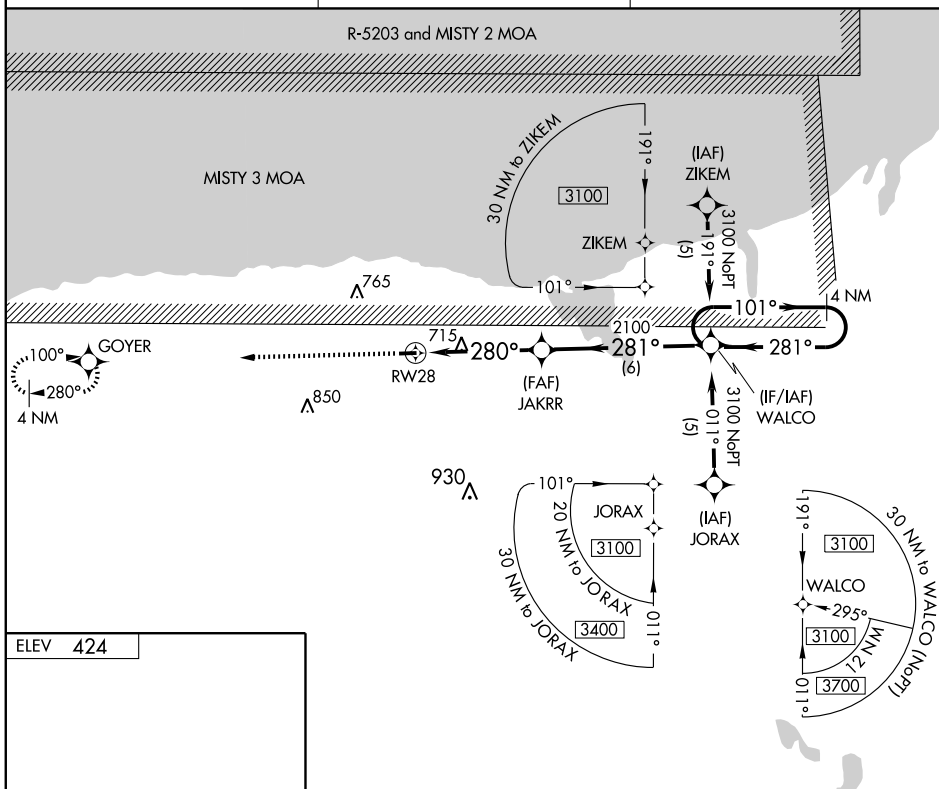
Visibility reduction by helicopters NA. When local altimeter setting not received, use Rochester altimeter setting and increase all MDA 80 ft, LNAV Cat C visibility ¼ mile and circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct GOYER and hold.

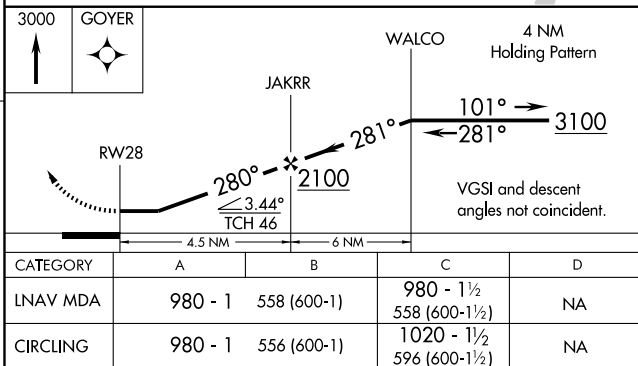
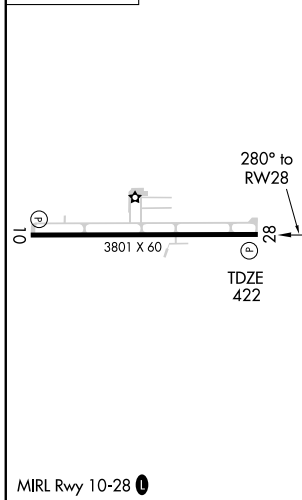
AWOS-3
124.2

ROCHESTER APP CON
119.55 269.6

UNICOM
122.8 (CTAF) 1



ELEV **424**



VOR/DME HVO	APP CRS	Rwy Idg	3359
116.1	039°	TDZE	550
Chan 108		Apt Elev	560

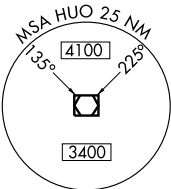
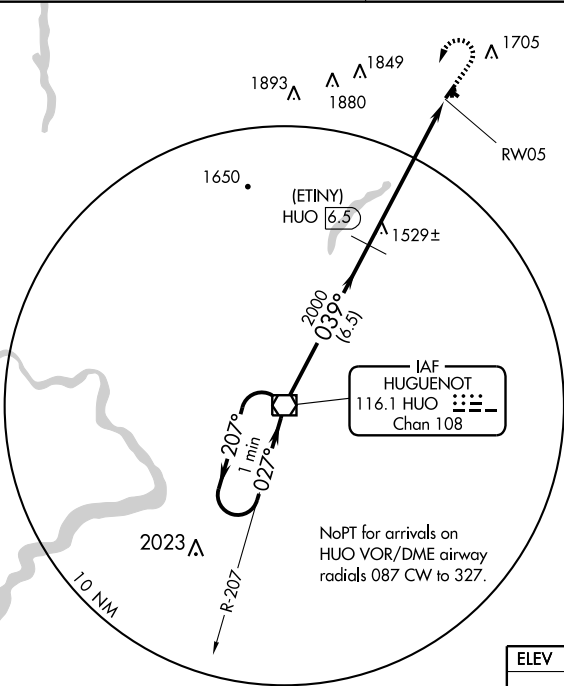
VOR/DME or GPS RWY 5
WURTSBORO-SULLIVAN COUNTY (N82)

Obtain local altimeter setting on CTAF, when not received, procedure not authorized.
Procedure not authorized at night.

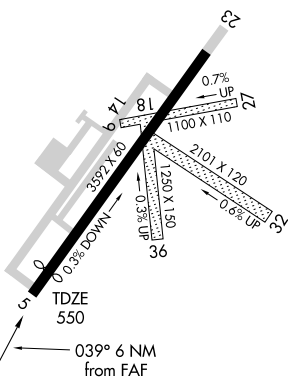
MISSED APPROACH: Climb to 2300 then climbing left turn to 3500 direct HVO VOR/DME and hold.

NEW YORK APP CON
132.75 363.1

UNICOM
122.8 (CTAF)



ELEV 560 Rwy 5 Idg 3359'



One Minute Holding Pattern				
VOR/DME				
6.5 NM 6 NM				
CATEGORY	A	B	C	D
S-5	1880-1¼ 1330 (1400-1¼)	1880-1½ 1330 (1400-1½)	1880-3 1330 (1400-3)	NA
CIRCLING	1880-1¼ 1320 (1400-1¼)	1880-1½ 1320 (1400-1½)	2020-3 1460 (1500-3)	NA